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HIGH POWER MICROWAVE TUBE
RELIABILITY STUDY

ADA033612

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August 1976

Final Report

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15. Abstract This report summarizes the accomplishments on a program to collect, study, and analyze reliability data and to develop models based on these data that can be used to predict the reliability of microwave tubes.		
The data were collected from the military services and various manufacturers for microwave tubes used in radar, communication and electronic counter measure systems. Included in the data were tubes from air, ground, and sea installations. The frequency range of the tubes in the data is 400 MHz through 16 GHz, and the peak output power of the tubes is generally over 100 watts.		
Reliability models were developed for 70 tube types which may be used to predict failure rates and removal criterion distributions. Additional reliability models were developed for klystrons, twystrons, magnetrons, traveling wave tubes, triodes and tetrodes which may be used to predict failure rates and removal criterion distributions based on operating parameters such as power, frequency and duty cycle.		
A methodology was developed to determine tubes requiring reliability improvement based expenditures required to replace failed tubes.		
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NETTIE CONVERSATION FACTORS

Annuities Conversions to Metric Measures

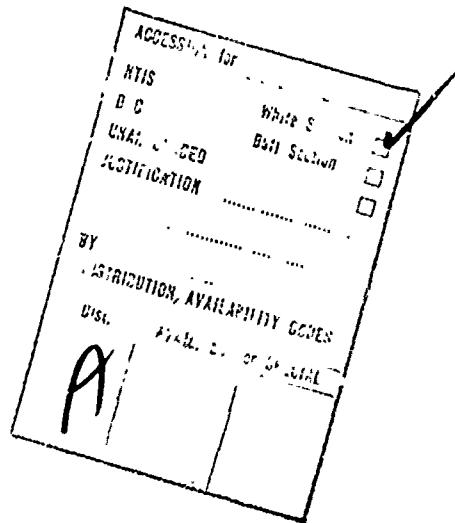
APPENDIX: CONVERSIONS OF MEASURE												SYMBOLS												
Symbol	When You Know	Multiply by	To Find	LENGTH												inches in ft yd mi								
				millimeters	centimeters	meters	yards	kilometers	square centimeters	square meters	square kilometers	hectares (10,000 m ²)	grams	kilograms	tonnes (1000 kg)	ounces	pounds	short tons						
in	inches	•2.5 30 9.3 1.6	centimeters centimeters meters kilometers	6.35 100 0.30 0.001	square centimeters square meters square meters hectares	0.04 0.4 3.3 1.1	0.16 1.2 0.4 2.5	0.001 0.001 0.001 0.001	0.035 2.2 1.1	0.93 2.1 1.06 0.28	0.03 0.28 0.35 1.3	fluid ounces pints quarts gallons	fl. oz pt qt gal	fl. oz pt qt gal	fl. oz pt qt gal									
ft	feet	12	inches	12	inches	30	9.3	1.6	12	30	9.3	1.6	12	30	9.3	1.6	12	30	9.3	1.6	12	30	9.3	1.6
yd	yards	36	inches	36	inches	108	36	6	36	108	36	6	36	108	36	6	36	108	36	6	36	108	36	6
mi	miles	5280	feet	5280	feet	1.609344	0.3048	0.001	5280	1.609344	0.001	0.001	5280	1.609344	0.001	0.001	5280	1.609344	0.001	0.001	5280	1.609344	0.001	0.001
AREA												AREA												
in ²	square inches	•16	square centimeters	16	square centimeters	100	9.3	1.6	16	100	9.3	1.6	16	100	9.3	1.6	16	100	9.3	1.6	16	100	9.3	1.6
ft ²	square feet	144	square inches	144	square inches	10000	900	144	144	10000	900	144	144	10000	900	144	144	10000	900	144	144	10000	900	144
yd ²	square yards	1296	square feet	1296	square feet	10000	900	144	1296	10000	900	144	1296	10000	900	144	1296	10000	900	144	1296	10000	900	144
mi ²	square miles	27,878,400	square kilometers	27,878,400	square kilometers	10,000,000	900	27,878,400	27,878,400	10,000,000	900	27,878,400	27,878,400	10,000,000	900	27,878,400	27,878,400	10,000,000	900	27,878,400	27,878,400	10,000,000	900	27,878,400
MASS (weight)												MASS (weight)												
oz	ounces	28	grams	28	grams	1000	35	0.035	oz	ounces	1000	35	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
lb	pounds	16	grams	16	grams	1000	35	0.035	lb	pounds	1000	35	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
sh tn	short tons	2000	grams	2000	grams	1000000	350	0.035	sh tn	short tons	1000000	350	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
VOLUME												VOLUME												
cu in	cubic inches	5	milliliters	5	milliliters	1000	30	0.035	cu in	cubic inches	1000	30	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
cu ft	cubic feet	15	milliliters	15	milliliters	1000	30	0.035	cu ft	cubic feet	1000	30	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
cu yd	cubic yards	36	milliliters	36	milliliters	1000	30	0.035	cu yd	cubic yards	1000	30	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
cu mi	cubic miles	47,829,199,000	milliliters	47,829,199,000	milliliters	1000000000	30	0.035	cu mi	cubic miles	1000000000	30	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal	fl. oz	pt	qt	gal
TEMPERATURE (exact)												TEMPERATURE (exact)												
F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	5/9 (after subtracting 32)	Celsius temperature	9/5 (then add 32)	0	32	F	0	32	90	80	70	60	50	40	30	20	10	0	-10	-20	-30
C	Celsius temperature	0	Fahrenheit temperature	0	Fahrenheit temperature	9/5 (then add 32)	32	40	C	32	40	50	60	70	80	90	100	110	120	130	140	150	160	170

* 1 in = 7.54 (exactly). For other exact conversions and more detailed tables, see NBS Mon. Publ. 286, Units of Weights and Measures, Price 12.25, SD Catalog No. C13.1.0-286.

FOREWORD

The "High Power Microwave Tube Reliability Study" under Contract F30602-74-C-0229 was conducted by the Engineering Experiment Station (EES) at Georgia Tech in conjunction with the School of Industrial and Systems Engineering (ISyE). The program was administered under Georgia Tech Project A-1532 by the Systems Engineering Division within the Applied Engineering Laboratory, Engineering Experiment Station. The program was under the direction of Mr. R. P. Zimmer, and under the general supervision of Dr. H. A. Ecker, Director of the Applied Engineering Laboratory.

This effort was sponsored jointly by the Federal Aviation Administration and the Air Force. The program was directly administered by the Techniques Branch of the Rome Air Development Center and responded to the guideline of the Reliability Branch which has the responsibility for updating the MIL-HDBK-217B. Mr. Patsy A. Romanelli was the Air Force Program Manager and worked in conjunction with Mr. John F. Carroll and Mr. Les J. Gubbins of RADC and Fred Sakate, Reliability Engineering Branch, Federal Aviation Administration.



EVALUATION

The purpose of this program has been to develop a mathematical model from which tube reliability can be determined. Failure of any tube that will result in the loss of system performance is costly. Therefore, consideration of tube reliability which can be predicted with confidence is necessary so that the system incorporating the tube can be properly designed to achieve its performance objectives. The prediction of reliability requires the use of a mathematical model that will reflect tube performance under various conditions of operation.

Patsy A. Romanelli

PATSY A. ROMANELLI
Project Engineer

TABLE OF CONTENTS

	<u>Page</u>
PART I INTRODUCTION	1
PART II TUBE SELECTION CRITERIA	4
A. Tube Types	4
B. Power Level	4
C. Frequency Range	5
D. Availability	6
E. Environment	6
F. Application	7
G. Selected Tubes	7
PART III DATA COLLECTION	11
PART IV DATA ANALYSIS METHODOLOGY	24
A. General Reliability Considerations	24
1. Definitions and Concepts of Reliability	24
2. Exponential Failure Distribution	27
3. Weibull Failure Distribution	27
4. General Probability Concepts	27
5. The Hazard Function	28
B. Analysis Tools/Computer Program	30
PART V RELIABILITY MODELING	34
A. Introduction	34
B. Modeling of Individual Tube Type Reliability	34
1. Basic Model Structure	34
2. Modifying Factors	36

TABLE OF CONTENTS (Continued)

	<u>Page</u>
a. Stress Factors	36
b. Location Factors	36
c. Shelf Life Factors	37
d. Importance Factors	37
e. Other Factors	37
C. Modeling of Tube Classes	38
1. Basic Model Structure	38
2. Modifying Factors	39
a. Environmental Factors	39
b. Learning Factors	40
3. Reliability Model	40
PART VI RESULTS OF DATA ANALYSIS AND MODELING	41
A. Introduction	41
B. Individual Tube Type Reliability Models	41
C. Individual Tube Type Removal Criteria Models	50
D. Individual Tube Type Wearout Times	67
E. Modifying Factors	67
1. Environmental Factors	67
a. Ground Fixed	67
b. Ground Mobile	74
c. Airborne Inhabited	74
d. Airborne Uninhabited	74
e. Naval Sheltered	74
2. Learning Factor	75

TABLE OF CONTENTS (Continued)

	<u>Page</u>
F. Overall Failure Rate Models	75
G. Removal Criteria Models	80
H. Example Application of Models	101
I. Utility of Models	104
PART VII COST-RELIABILITY ANALYSIS	105
A. Objective	105
B. Methodology	106
1. Identification of Candidate Tubes	106
2. Parameters	116
3. Summary	121
C. Utility	121
PART VIII REFERENCES	123
APPENDIX	124

LIST OF FIGURES

<u>FIGURE</u>	<u>Page</u>
FIGURE III-1 AFTO FORM 120, "Electron Tube Field Life Record."	16
FIGURE IV-1 Example Reliability Function	24
FIGURE IV-2 Tube Life Cycle	25
FIGURE VI-1 CW Klystron Reliability, $R(t)$	79
FIGURE VI-2 Pulsed Klystron Reliability, $R(t)$	82
FIGURE VI-3 Pulsed Magnetron (Duty Cycle < 0.001) Reliability, $R(t)$.	83
FIGURE VI-4 Pulsed Magnetron (Duty Cycle > 0.001) Reliability, $R(t)$.	84
FIGURE VI-5 CW TWT Reliability, $R(t)$	86
FIGURE VI-6 Pulsed TWT Reliability, $R(t)$	87
FIGURE VI-7 Gridded Tubes (Pulsed) Reliability, $R(t)$	89
FIGURE VI-8 Pulsed Twystron Reliability, $R(t)$	90
FIGURE VII-1 Example of Cost-Reliability Calculations	118
FIGURE VII-2 Example of Cost-Reliability Calculations	119

LIST OF TABLES

<u>Table</u>	<u>Page</u>
TABLE II-1 SELECTED TUBES	9
TABLE III-1 EXAMPLE MANUFACTURER'S LIFE TEST DATA	13
TABLE III-2 FAILURE CODES FOR TUBE ATTRIBUTABLE FAILURE	22
TABLE VI-1 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, CW KLYSTRONS	42
TABLE VI-2 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, PULSED KLYSTRONS	44
TABLE VI-3 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, TRAVELING WAVE TUBES	45
TABLE VI-4 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, MAGNETRONS	46
TABLE VI-5 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, TWYSTRONS	48
TABLE VI-6 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, GRIDDED TUBES	48
TABLE VI-7 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, AMPLITRON	49
TABLE VI-8 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES, CROSS FIELD AMPLIFIER	49
TABLE VI-9 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, CW KLYSTRON	51
TABLE VI-10 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, CW KLYSTRON	52
TABLE VI-11 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, PULSED KLYSTRON	53
TABLE VI-12 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, PULSED KLYSTRON	54
TABLE VI-13 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, MAGNETRONS	55

LIST OF TABLES (Continued)

<u>Table</u>	<u>Page</u>
TABLE VI-14 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, MAGNETRONS	56
TABLE VI-15 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, GRIDDED TUBE, AMPLITRON	57
TABLE VI-16 MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES, GRIDDED TUBE, AMPLITRON	57
TABLE VI-17 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, CW KLYSTRON	58
TABLE VI-18 MICROWAVE TUBE REMOVAL CRITERIA IMPORATNCE FACTORS, CW KLYSTRON	60
TABLE VI-19 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, PULSED KLYSTRON, TWT	62
TABLE VI-20 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, PULSED KLYSTRON, TWT	63
TABLE VI-21 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, MAGNETRON, TWYSTRON	64
TABLE VI-22 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, MAGNETRON, TWYSTRON	65
TABLE VI-23 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, GRIDDED TUBE	66
TABLE VI-24 MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS, GRIDDED TUBE	66
TABLE VI-25 BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES, CW KLYSTRONS	68
TABLE VI-26 BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES, PULSED KLYSTRONS	70
TABLE VI-27 BEGINNING OF WEAPOUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES, TRAVELING WAVE TUBES	71
TABLE VI-28 BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES, MAGNETRONS	72

LIST OF TABLES (Continued)

<u>Table</u>	<u>Page</u>
TABLE VI-29 BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES, TWYSTRONS	73
TABLE VI-30 BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES, GRIDDED TUBES	73
TABLE VI-31 ENVIRONMENTAL MODIFYING FACTORS	76
TABLE VI-32 SAVING FACTORS	76
TABLE VI-33 TUBE PARAMETERS REQUIRED OVERALL FAILURE RATE MODEL	78
TABLE VI-34 CW KLYSTRON BASE FAILURE RATES	78
TABLE VI-35 PULSED KLYSTRONS BASE FAILURE RATES	81
TABLE VI-36 PULSED MAGNETRONS BASE FAILURE RATES	81
TABLE VI-37 CW TWT'S BASE FAILURE RATES	85
TABLE VI-38 PULSED TWT'S BASE FAILURE RATES	85
TABLE VI-39 PULSED GRIDDED TUBES BASE FAILURE RATES	88
TABLE VI-40 PULSED TWYSTRONS BASE FAILURE RATES	88
TABLE VI-41 TUBE PARAMETERS REQUIRED	92
TABLE VI-42 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, CW KLYSTRONS	93
TABLE VI-43 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, PULSED KLYSTRONS	94
TABLE VI-44 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, MAGNETRONS	95
TABLE VI-45 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, MAGNETRONS	96
TABLE VI-46 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, CW TWT'S	97
TABLE VI-47 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, PULSED TWT'S	98

LIST OF TABLES (Continued)

<u>Table</u>	<u>Page</u>
TABLE VI-48 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION, PULSED TWYSTRONS	99
TABLE VI-49 FAILURE RATES AND IMPORTANCE FACTORS BY REMVAL CRITERION, GRIDDED TUBES	100
TABLE VI-50 REMOVAL CRITERIA MODEL FOR THE ASR-8 KLYSTRON	103
TABLE VII-1 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER MILLION HOURS PER KW OF AVERAGE POWER	107
TABLE VII-2 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON TOTAL COST PER MILLION HOURS PER KW OF AVERAGE POWER	108
TABLE VII-3 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER MILLION HOURS	109
TABLE VII-4 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON TOTAL COST PER MILLION HOURS	110
TABLE VII-5 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER HUNDRED YEARS PER KW OF AVERAGE POWER	111
TABLE VII-6 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON TOTAL COST PER HUNDRED YEARS PER KW OF AVERAGE POWER	112
TABLE VII-7 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER HUNDRED YEARS	113
TABLE VII-8 MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON TOTAL COST PER HUNDRED YEARS	114

I. INTRODUCTION

Microwave tubes are major components of many communications systems, ECM systems, and most modern radar systems and a tube failure results, at least, in a partial system failure. Failures in systems are costly, and may degrade the capabilities of the user in such areas as military defense, air traffic safety, and hazardous weather warnings. Hence, a high degree of system reliability is necessary for both mission accomplishment and reasonable operating costs over the life of the system. With reliability data on tubes as well as other components of the system, the system may be designed to meet its cost-performance objectives, including sufficient back-up systems for continuous operation, estimates of operating costs, and the maintenance schedule. Also, inventory requirements for spare parts and purchase order sizes may be estimated using reliability data. To address the above needs for reliability information on high power tubes, this study had two main objectives.

The first objective was to assemble all available data relating to the reliability of microwave tubes of more than 100 watts peak power. These data were then to be analyzed to obtain estimates of tube failure rates thereby resulting in a data base that could be easily manipulated for additional data analysis. The second objective was to develop models describing tube reliability based on the data collected and analyzed. In addressing this objective, models of tube failure rates were developed for both individual tube types and general classes of tubes. The general tube classes included the klystron, TWT, magnetron, twystron, crossed field amplifier, amplitron, and gridded (triode and tetrode).

Reliability information of the above type is included in MIL-HDBK-217B, "Reliability Prediction of Electronic Equipment," which is in the process of being updated. This Handbook provides a common basis for predicting and comparing predictions on military contracts and proposals. Thus, one of the underlying goals of this study was to develop the models in a form suitable for incorporation into MIL-HDBK-217B. This goal provided guidelines in carrying out the various tasks as well as in establishing the format of the results.

The approach utilized in this study consisted of carrying out the following tasks outlined below.

1. Selection of tubes for study

Inventory type tubes were selected which fit the power and frequency criteria, with a few exceptions.

2. Data collection on the selected tubes

A search was made using various contacts available to Georgia Tech for all possible sources of microwave tube reliability data.

3. Data Analysis

All data collected were analyzed to determine the reliability and failure mechanisms of the selected tubes

4. Model Development

The reliability and failure mechanism distribution of each tube within each general tube class were correlated with the tube operating parameters.

5. Cost-Reliability Analysis

Cost, reliability and projected demand were used to identify tubes needing reliability improvement.

With the above approach, the models developed can also be useful in determining potential research areas for reliability improvement, system maintenance requirements, and user operational requirement in addition to the application of MIL-HDBK-217B toward proposals and contracts. Each of the above tasks has been accomplished, and are described in detail in the following sections.

II. TUBE SELECTION CRITERIA

A. Tube Types

Since the objectives of the program were to establish failure rates for microwave tubes and to construct models for predicting reliability, it was desirable to include as many different types of tubes as possible that are in common use. At the outset of the program, it was hypothesized that relationships exist between tube reliability and operating parameters such as power and frequency and further, that the general tube structure also influences reliability. Consequently, it was desired to collect data representing as many different general classes of tube structure as possible. The tube classes included in the data base were klystrons, twystrons, travelling wave tubes, magnetrons, crossed field amplifiers, amplitrons, and gridded tubes (triodes, tetrodes, etc.) Within each class, all tube types for which data could be obtained were considered for inclusion.

Since tube reliability depends on a number of factors, emphasis was placed on not only including tube structure and operating parameters as factors in the models but also environment and application.

Initially, the tubes to be included in the data base were selected on the basis of power, frequency and available data.

B. Power Level

An objective of the study was to determine the reliability of high cost tubes. Since the Department of Defense (DoD) and the Federal Aviation Administration (FAA) were searching for ways to reduce spending on tubes. By identifying tubes with high cost and poor reliability, additional efforts (if determined to be cost-effective) could be dedicated toward reducing the cost or improving the reliability of identified tubes.

High power tubes are typically high cost (above \$10,000) for several reasons. A large capital investment, dedicated equipment, and highly qualified personnel are required for the design and manufacture of high power microwave tubes. Often special designs are used to achieve specifications unique to a particular application. Further, production of relatively small-volume orders also tend to keep the cost of microwave tubes at a higher level than lower power tubes. Also, because of the periodic demand for tubes, often some degree of re-tooling is necessary even to replenish a supply of tubes.

In general tubes with a kilowatt of peak or average power were desired for inclusion in the study; however, certain exceptions were made to the minimum power selection criterion. Reliability data on tubes of lower power were collected and analyzed giving a larger data base and, therefore, more confidence in the validity of the models developed.

C. Frequency Range

The frequency range of the tubes to be included in the data base was limited to the microwave range. Generally, tubes in S through K_u band were desired for inclusion in the data base; however many of the high power tubes for which reliability data were available were designed for use in L band (including the lower portion of the L band near 400 MHz).

As the available data were gathered it was discovered that little useful quantitative data for tubes in the K_u band existed. For this reason the upper bound on the frequency of tubes included in the study was in the K_a band.

D. Availability

Inventory type tubes were desired for inclusion in the data base as opposed to R & D type tubes. The assumption was made that R & D tubes are manufactured under highly controlled conditions in small quantities and that the field operation of R & D tubes is also under more control than a tube which is no longer in the R & D stage. The above assumption leads to the conclusion that the observed reliability of the R & D tubes is influenced by the highly controlled manufacturing and operation. The phrase "inventory type tube," therefore, refers to tubes which have completed the R & D phase (i.e. initial introduction in the field) and not necessarily an off-the-shelf item.

E. Environment

The environment in which a tube operated in general affects reliability. Microwave tubes typically employed in the following environments:

1. Ground based systems
 - a. Fixed installations
 - b. Mobile installations
2. Sea going systems
3. Airborne systems
4. Spacecraft systems

Reliability varies with environment because certain limitations are placed on systems due to size and weight constraints. Size and/or weight limitations are placed, to different degrees, on all systems except fixed ground based installations. Mobile ground based and seagoing systems have minimum restrictions, spacecraft systems the maximum and airborne system

restrictions typically lie between the two. The size and weight constraints limit the amount of protective and monitoring equipment that can be incorporated into a system even if cost were not a factor. In addition, all of the tubes in systems other than the fixed systems are subject to various degrees of vibration which tend to fatigue the components of the tubes.

Reliability data were analyzed for tubes in all of the above environments except those used by spacecraft systems since these tubes typically are low power and did not meet the minimum power criterion of the program.

F. Application

Microwave tubes are used in several applications. The applications considered in the study were (1) radar, (2) communications, and (3) ECM. It was assumed that most tube types would be found in these three applications. Data on tubes used in linear accelerator applications were available and utilized in the study. Other applications such as laboratory research were not considered to fall within the scope of the program.

G. Selected Tubes

Data were solicited from the Air Force, Army, Navy, FAA, and various power tube and system manufacturers. Excellent cooperation was received from all of these sources and their assistance in providing data is gratefully acknowledged. For a variety of reasons, the data from the Air Force were significantly more useful for analysis and modeling purposes than the data from other sources. More data were available from the Air Force than from other sources. As a result, the data are principally from land based radar and communications systems. Other data are from airborne and sea-going environments and ECM applications. From this data base, tubes were selected

that satisfied the selection criteria described above with limited modifications required to increase the number of tubes to be analyzed. Over seventy tube types were included in the analysis and modeling and are listed in Table II-1.

TABLE II-1 SELECTED TUBES

<u>Tube/System Number</u>	<u>Tube Type</u>	<u>Manufacturer</u>	<u>Tube/System Number</u>	<u>Tube Type</u>	<u>Manufacturer</u>
3KM300LA	Klystron	Varian	3KM3000LA	Klystron	Varian
3K210000LQ	Klystron	Varian	4K3CC	Klystron	Varian
4KM170000LA	Klystron	Varian	VA888E	Klystron	Varian
VA853	Klystron	Varian	4K3SK	Klystron	Varian
8824	Klystron	RCA	4670	Klystron	RCA
8825	Klystron	RCA	8568	Klystron	RCA
8826	Klystron	RCA	ZM3038A	Klystron	GE
3KM50000PA1	Klystron	Varian	L3250	Klystron	Litton
3KM50000PA2	Klystron	Varian	Z5010A	Klystron	GE
3KM50000PA	Klystron	Varian	SAC42A	Klystron	Sperry
4K350LB	Klystron	Varian	X780D	Klystron	Varian
4K350LC	Klystron	Varian	L3035	Klystron	Litton
4K350SK	Klystron	Varian	VA842	Klystron	Varian
4K350SJ	Klystron	Varian	L3403	Klystron	Litton
4K350000LR	Klystron	Varian	4KMP100000LF	Klystron	Varian
4K350000LQ	Klystron	Varian	VTR5210A1	TWT	Varian
4K50000LQ	Klystron	Varian	ZM3167	TWT	GE
3K50000LA	Klystron	Varian	MA2001A	TWT	Microwave Assoc.
3K50000LF	Klystron	Varian	VA138D	TWT	Varian
VA800E	Klystron	Varian	WJ3751	TWT	Watkins-Johnson
VA856B	Klystron	Varian	M5768	TWT	Teledyne-MEC
4KM30000LR	Klystron	Varian	VA643	TWT	Varian
3K30000LQ	Klystron	Varian	ALQ94 LB	TWT	*

*Multiple Vendors

TABLE II-1 SELECTED TUBES (CONTINUED)

<u>Tube/System Number</u>	<u>Tube Type</u>	<u>Manufacturer</u>	<u>Tube/System Number</u>	<u>Tube Type</u>	<u>Manufacturer</u>
ALQ94 HB	TWT	*	5586	Magnetron	Apercx
ALQ94 LB	TWT	*	8798	Magnetron	Raytheon
ALQ101 HB	TWT	*	7256	Magnetron	Raytheon
ALQ101 LB	TWT	*	VA913A	Twystron	Varian
ALQ117	TWT	*	VA145R	Twystron	Varian
ALQ117 HB	TWT	*	VA145R	Twystron	Varian
ALQ119 HB	TWT	*	VA144	Twystron	Varian
ALQ119 LB	TWT	*	7835	Triode	RCA
ALQ119 LB	TWT	*	2041	Triode	RCA
QK338A	Magnetron	Raytheon	6952	Tetrode	RCA
QK327A	Magnetron	Raytheon	QK681	Amplitron	Raytheon
400615	Magnetron	Cardion	SFD261	CFA	Varian

*Multiple Vendors

III. DATA COLLECTION

To establish as wide a data base as possible for the study, data on a variety of high power microwave tubes were solicited from a variety of sources. These sources included the Air Force, Navy, Army, the Federal Aviation Administration (FAA) and most tube and system manufacturers.

The Air Force has a well-established, well-defined field failure reporting system for tubes used in land based systems. A tube status reporting system exists for these same systems. The status reporting system contains the time accumulated on individual tubes in the field. A description of these reporting systems are contained in Technical Order TO-00-20-8 ("Inspection System, Documentation, and Reporting for Ground Communications-Electronics-Meteorological (CEM) Equipment" [1]). Because of the detail contained in this system, a reasonable estimate of the failure mode for each reported tube failure can be made. This reporting system is managed by Sacramento Air Logistics Center, Material Management Directorate, Item Management Division, Reliability Branch (SM-ALC/MMIRM) and the Engineering Division, Material Analysis Branch (SM-ALC-MMEAM) at McClellan AFB, California which provided excellent cooperation in both supplying data and explanation of questions which arose concerning the data. The data pertains principally to tubes used in ground based radar and communication system installations at Air Force bases throughout the world. A second Air Force failure reporting system is maintained by Warner Robins Air Logistics Center at Robins AFB, Georgia. The reporting system at Robins was established to determine current demand rates for equipment used in aircraft. The demand rates observed over a two year period are used to predict future demand rates. The demand rates are reported in failures per 100 flight hours only for recoverable (repairable) equipment. The determination of whether an item is repairable is based on the cost of the

item. Therefore, most of the tubes in the reporting system are those used in ECM systems. The cost of most of the tubes in the airborne radar systems are below the cutoff defined by item management for recoverable equipment, and therefore, most radar tubes are not in the reporting system. Personnel at Robins AFB were very helpful with the data gathering effort.

Based on discussions with personnel at the Naval Ship Engineering Center, Norfolk Division, data from the 3-M system (Maintenance Material Management) were obtained for the SPS-48 system. These data covered a period from January 1970 to December 1974 and included replacement of all parts, not just microwave tubes. Some additional data were provided that indicated the number of operating hours for these systems. The Naval Weapons Support Center at Crane, Indiana supplied data on the CFA, TWT and switch tube used in the AGEIS system. These data were useful in determining the effects of a sea-going environment on tube life.

Data obtained from manufacturers were in general of only limited usefulness for several reasons. The cost of extended life testing of high power tubes is very high due to the investment required for the test setup and to the high cost of the tubes themselves. Since the manufacturers are not required nor paid to do this type of testing, the amount of available life test data were minimal. In addition, these tests may or may not reflect the operating conditions encountered in field use of the tube, therefore, the life of a tube observed in a life test is not the same as that experienced in field use. Manufacturers do perform compliance testing on a sampling of tubes using statistical quality control techniques. These tests are performed to insure that the requirements of the applicable Military Standard are being met. However, these tests usually are of limited duration or consist of repeated on/off cycling of the tube. An example of these type of data is shown in Table III-1. Table III-1 indicates

TABLE III-1 EXAMPLE MANUFACTURER'S LIFE TEST DATA

<u>Tube Number</u>	<u>Type</u>	<u>Number Tested</u>	<u>Number Failed</u>	<u>Length of Test (hours)</u>
6BM6A	Klystron	168	5	500
4J52	Magnetron	177	8	500
6543	Magnetron	86	7	400
7208B	Magnetron	33	15	500
795G	Magnetron	44	2	250
8855	Magnetron	21	1	1250
6344	Magnetron	13	3	1000
2J55	Magnetron	5	0	500
7256	Magnetron	15	1	892
6410A	Magnetron	10	1	400
7529	Magnetron	5	0	518
6517	Magnetron	3	0	250
SFD352	Magnetron	118	5	200
SFD342	Magnetron	28	0	600
SFD356	Magnetron	29	0	252
SFD370	Magnetron	7	0	1307
SFD377A	Magnetron	3	0	1533
BLM198	Magnetron	8	0	541
5780	Magnetron	10	0	1158
7452A	Magnetron	10	0	350
SFD261	CFA	10	5	Complete*

*Tubes tested until failure

that generally only a limited number of tubes were tested, the test times are relatively short compared to the expected life of the tubes, and very few or no failures were reported.

Some field failure data were available from RCA on several gridded tubes and klystrons. One of these (the 7835) was also included in the McClellan AFB data base. Raytheon provided field failure data on a twystron and TWT used in the SAFEGUARD systems. These data included both failed and unfailed (censored) tube reports with indication of cause of failure. These data were analyzed to determine the estimate of mean life, taking into account the censored data.

Of the data supplied by the military, the FAA, and the manufacturers, the data obtained from the Air Force were the most useful for the purposes of analysis and modeling. Data obtained from the Navy and several tube and system manufacturers were utilized to a lesser extent in modeling tube reliability.

The field failure reporting system used by the Air Force as described in TO-00-20-8 is useful for analysis and modeling because of the information reported on each tube failure. For each reported tube failure, the following data are supplied by the site personnel:

Tube type

Tube serial number

Equipment serial number in which the tube was installed

Squadron

The channel and socket in which each tube was installed

Date on which the tube was installed

Date on which the tube was removed

Number of filament hours

Number of hours below 90% power

A failure symptom code

A reject code

An environment code

A corrective action code

The number of months the tube was on the shelf before being installed

Tube manufacturer

In addition, the site personnel can provide any narrative comments needed to further explain the circumstances under which the tube failed or any of their observations. An example of the reporting form is shown in Figure III-1. When this report is processed at SM-ALC, an additional failure code, the Tentative Technician code is assigned based on information contained in the field failure report including the narrative comment. This code is an attempt to identify the actual cause of failure rather than any effects which might be identified by the symptom, reject, or environment codes. If the tube is covered by a repair contract, the tube is then shipped to the repair contractor for disposition. The repair contractor then submits a report indicating their opinion as to the cause of failure. Based on this report and the data from the field personnel, a Final Technician Code is assigned by personnel at SM-ALC. The Final Technical Code was not available in most of the data from McClellan because this code has only been assigned to recent failures. All of the information from the field personnel (excluding the narrative comment) and the Tentative and Final Technician (when assigned) Codes are contained in the Tube Failure Report produced quarterly by SM-ALC for each tube in the reporting system.

The reports from SM-ALC were the primary source of data for the analysis performed. SM-ALC also produces several other reports such as the Failure Analysis Report which is described in detail in T0-00-20-8. Printouts of all Tube Failure Reports and Tube Status Reports in the McClellan AFB data base were provided by SM-ALC. The failure and status reports contained all data through December 1974. These reports covered different periods for different tubes depending on the year a particular tube type was introduced into service. For some tubes, the failure reports extended as far back as 1963 while others covered the period from 1969. There was also a large variation in the number of failures reported for each tube. The variation in the number of reported failures is attributable to factors such as the number of systems in service using that tube, the amount of time the systems were in service, and the mean life of the tube. Some tubes had as few as four reported failures while others had in excess of 1000 failures, with the largest number being approximately 3100.

Many failures occurring before 1972 have not been assigned a Tentative Technician failure code. Based on discussions with several tube manufacturers and SM-ALC personnel, it was decided that the Tentative Technician code was the most accurate of the codes available (recall the Final Technician code was generally unavailable) as an indication of failure causes rather than failure effects. Thus, before the pre-1972 data could be included in the Georgia Tech data base, a Tentative Technicial code had to be assigned to each failure where it was missing. This was assigned after examination of all data available on the Tube Failure Report, using best engineering estimates of the most probable cause of failure. The cause of failure cannot be positively identified for all of the reported failures. The failure modes reported in the data have been interpreted as the removal criterion for reasons discussed later in this report.

The Georgia Tech data base for the analysis consisted principally of data derived directly from the Air Force Tube Failure and Status Reports. For each failure, the following data were entered:

Tube type

Squadron number

Radiate hours at time of failure

Shelf time (in months) before installation

Georgia Tech failure code

Number of repair cycles

The three digit Georgia Tech failure code corresponds approximately to the two letter Tentative Technician Failure Code made by SM-ALC. For the tube status and failure reports through 31 December 1974, there were a total of approximately 12,000 failures and installations reported for the fourty-nine tube types being analyzed. The number of failures and installations per tube type ranged from a low of four to a high of 3200.

Data from the other sources were also added to the data base. Some of these additional data contained individual failure times and modes which could be entered into the data base with the same format as the data from McClellan. The remainder of the data contained only the observed failure rate for specific tube types. These latter data were not used in the data analysis but were combined with the results of the data analysis and used to develop the reliability models.

Several different computer programs were utilized in the analysis of these data. The first allows the analyst to select from the data base all failures in a particular squadron, all failures with a particular amount of shelf life, or all failures with a particular three digit failure code. Thus if the analyst wants to examine the effect of shelf time in excess of 60 months

but less than 72 months on the mean life of the tube due to gassy removal criteria, he can select only those failures with shelf time between 60 and 72 months which have a 130 series (130-139) failure code. This flexibility and rapid selection capability proved to be invaluable for analyzing tubes with a large number of failure reports. A second computer program was developed to perform hazard analysis of the data. A third program combined the first two allowing automatic data analysis of all tubes in the data base. The third program, based on a run-time defined criterion, would select various sub-populations (including the total population) from the data for each individual tube type and perform hazard analyses on each sub-population selected. The sub-populations were based on the reported failure mode. The nature of the above programs are discussed in more detail in Section IV-B.

The structure selected for two of the models to be developed during the study included the failure rate of tubes failing for each of several failure modes and the frequency of occurrence (importance) of the respective failure modes. Therefore, it was necessary to collect and analyze data containing an indication of the failure mode and radiant hours for each failed tube.

One aspect of analyzing the reliability of microwave tubes is the assignment of a failure mode to each tube failure. Determination of failure modes was necessary to assess the importance of each failure mode to overall tube reliability. Identification of critical failure modes can lead to product improvement and extended lifetime, thus reducing costs.

An important point in the analysis of tube reliability is the effect of the system on tube reliability. A failure or malfunction in the system can cause catastrophic failure of the tube. Thus, some effort was made to

distinguish between tube attributable and system attributable failures. It proved impossible and undesirable to make this an exact process because of the complex interactions between the tube and system, and the tube failure reports often indicated failure effects rather than causes. Thus, a chain reaction of failures which could occur in a tube sometimes results in only the last or most obvious failure mode being reported. Since many problems can be either a cause or an effect it would be necessary to have as much information as possible about the conditions surrounding the failure. Often this information was not available because it was not recorded at the time of failure. Consequently, assessment of failures only resulted in an estimate of the resultant removal criterion rather than an exact assessment of failure mode.

Different organizations use different methods of designating the failure mode of a tube, it was necessary to design a system which would be compatible with the data from the military services, the FAA, and the manufacturers. The primary differences in the failure code systems, other than using different letters or numbers to represent the same failure mode, is the degree of detail. Some systems give only a very general description of the reason the tube failed, while others are very detailed. One system, for example, might just indicate that there was an internal short while another would indicate the specific parts of the tube that were shorted. To accomodate the variety of detail present in the data, a three level, three digit failure mode coding system was devised. The first digit indicates if the failure is considered tube attributable (1), system attributable (2), or undetermined (3). The second digit is used to indicate subcategories of tube or system attributable failures. There are seven subcategories of tube attributable failure modes and seven of system attributable failure modes. Within each of these subcategories, specific failure modes are

identified. A listing of all failure mode codes is given in Table III-2. An additional code not shown in the table is 000 indicating an installed and operating tube or a spare tube.

During the data collection and analysis phase of the project, discussions were held with various personnel involved with the failure reporting systems. Based on these discussions, the failure modes in the data and, therefore, in the models should be interpreted as the removal criteria resulting from an unidentified failure or malfunction either in the tube or system. The removal criterion given in the data and models is the reason the tube was removed from the system and the reason the tube cannot be returned to service. For example, if a power supply surge caused the tube's filament to melt, then the melted filament removal criterion, obviously, does not necessarily indicate a tube related failure cause; consequently, it does not necessarily indicate any specific failure cause because a failure or malfunction at some point in the system (including the tube) may place in motion a chain of events causing damage to some other component (possibly the tube), which probably would not have failed at that time under other circumstances. The models presented in Section VI of this report indicate the field experience with system (including the tube) failures or malfunctions resulting apparently in a damaged tube. The failure rates used to develop the models were based on the radiant hours accumulated on individual tubes when removed from a system. Such removal was assumed a failure regardless of the actual cause. Therefore, the failure rates presented in this report may, in general, be interpreted as removal rates.

TABLE III-2
FAILURE CODES FOR TUBE ATTRIBUTABLE FAILURES

Filament Failure	110
Heater Short	111
Shorted Heater to Other Element	112
Open Filament	116
Low Emission	120
Low Power Output	121
Sublimation	122
Failed Minimum Gain Check	123
Poor Spectrum	124
Low Anode Current	125
Failed Noise Figure Check	126
Cathode Depletion	127
Gassy/Loss of Vacuum	130
Cathode Bushing Leak	131
Misc. Weld/Braze Leaks	132
Slightly Gassy (10^{-5} Torr)	133
High Gas Pressure ($>10^{-3}$ Torr)/High Ion Pump Current	134
Metal/Ceramic Leak	136
Bell Housing Leak	137
Window Failures	140
Window Leak/Corrosion	143
Tuning Mechanism/Mechanical Failure	150
Tuner Failure (Tracking Rate)	151
Mechanical Wearout	152
Leaks in Tuner Vanes	153
Excessive Tuner Torque	155
Focus Coil/Body Short	172
Improper Focus Coil Alignment	173
Focus Coil Defective or Open	174
Coolant leak on or within tube	197
Undetermined Handling/Packaging	366
	368

TABLE III-2 (continued)
FAILURE CODES FOR SYSTEM ATTRIBUTABLE FAILURES

Oil System Failures	210
Punctured Cathode Bushing	213
Pulse Transformer Failures	215
Punctured Heater Seal	235
Window Arcing	241
Multipactoring	242
Window Damaged/Burned	244
Window Cracked	245
Tube Casualty	260
Radiation Damage	261
Tube Frozen	262
Internal Arcing	263
Internal Short	264
Elements Warped	265
Power Associated Failure	267
RF Drive Improper	268
Magnetic System Failures	270
Magnetic Distortion	271
Collector to Body Short	275
Waveguide System Failures	280
Waveguide Arcing	281
Arcing in External Cavities	282
Improper Output Coupling	283
High VSWR	284
Pressure Regulation/ Hydrator Failure	285
Cooling System Failures	290
Coolant Leak	291
Clogged Passages	292
Restricted Airflow	293
Heat Exchanger	294
Low Pressure Interlock Failures	295
High Temperature Interlock Failure	296

IV. DATA ANALYSIS METHODOLOGY

A. General Reliability Considerations

1. Definitions and Concepts of Reliability

The reliability of a tube is defined as the probability it will perform its intended functions for a stated period of time. According to this definition the reliability of a tube may be shown as the probability of survival plotted as a monotonic decreasing function of hours of use. Figure IV-1 illustrates this relationship. Hours of use could be interpreted as either radiant hours or filament hours (radiant plus stand-by hours). Careful consideration was given to both interpretations early in the study and discussions were held with Air Force personnel concerning which would be the more appropriate time measurement to use in the analytical models. The concensus of opinion was that radiant times would be more suitable both because of the nature of the available data and the anticipated use of the models.

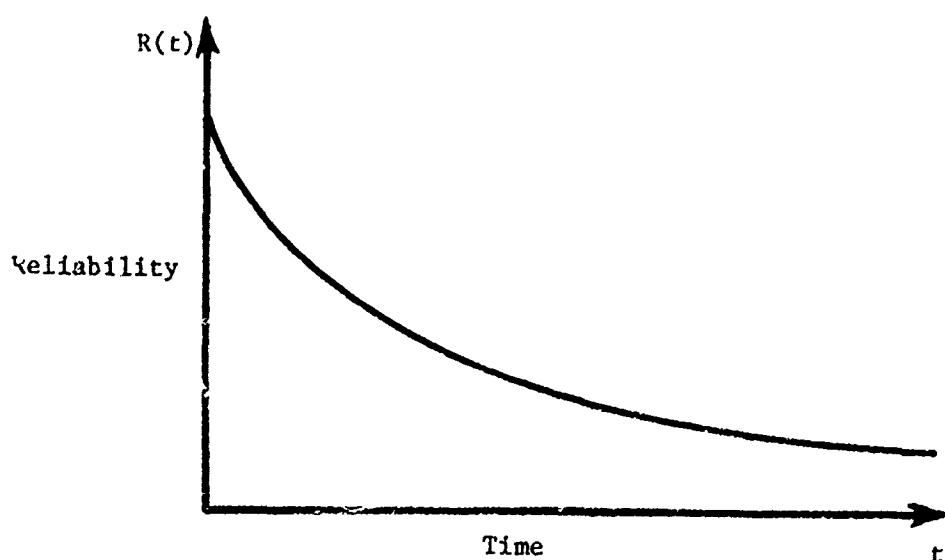


Figure IV-1 Example Reliability Function

A key parameter associated with the probability of survival is the mean time to failure (MTTF) or mean life. The reciprocal of this mean life is usually called the failure rate. If the distribution of failure times is exponential this mean life, or failure rate, is an accurate measure of tube reliability because the failure rate is constant over time for this distribution. For the exponentail failure distribution the mean life is the time at which 63.2 percent of the tubes will have failed. MIL-HDBK-217B expresses reliability in terms of the failure rate and therefore emphasis in this study was placed on assessing the tube failure data in terms of the failure rate.

If the failure distribution is something other than exponential the failure rate will be changing over time and its interpretation becomes more difficult. This situation occurs most frequently when tube wearout becomes a factor. The time at which wearout occurs varies among the tube types considered in this study. In Figure IV-2 the plot of failure rate versus operating hours illustrates this point. The initial (decreasing failure rate) period is usually

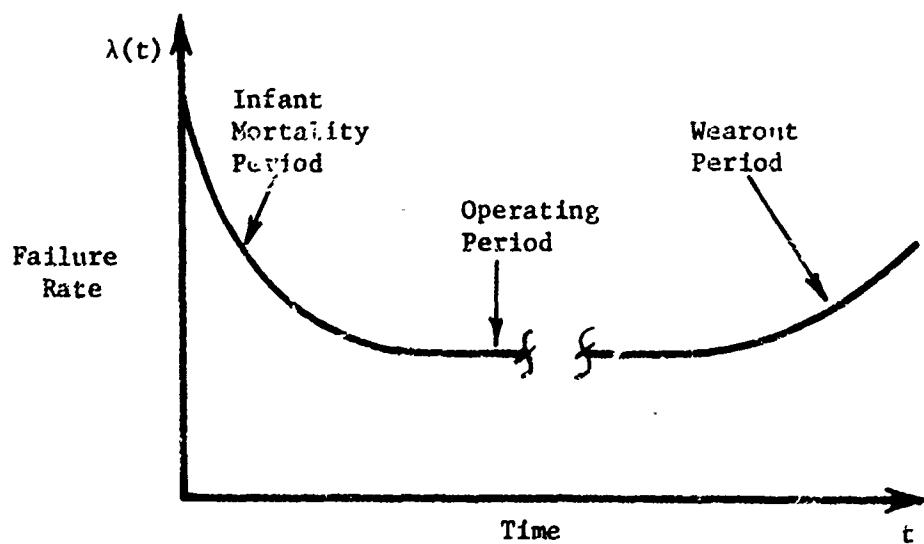


Figure IV-2 Tube Life Cycle

called the infant mortality period. During this period failures generally are of a quality control nature. Such early failures should be screened out from the data if a good measure of tube reliability is to be determined. No satisfactory method exists for dealing with reliability measures which include these "early failures". It should also be pointed out that instances of decreasing failure rate may be caused by mixed populations of tubes containing different failure rates. This situation may occur for tubes for which reliability growth is a factor and tubes made during different time periods.

The middle portion of the curve is a period with a relatively constant failure rate. This is the period when the exponential distribution is most likely to apply. Failures during this time period occur at relatively random intervals and are due to factors which can neither be attributed to wearout nor to quality problems. The failure rates for most tubes studied in this project were found to be approximately constant over this time period. This portion of the time period is considered to be the "operating period".

The third portion of the curve has an increasing failure rate due to age or wearout problems. Along with the infant mortality failures, failures attributable to wearout should be eliminated before a tube failure rate is determined. If tubes are to be described by their failure rate or mean life, the center or operating portion of the overall tube life pattern is the only portion that should be considered.

During the course of the study operational and wearout failures were analyzed with a set of computer programs. Points at which wearout failures occurred were identified and the data were again evaluated using the computer programs which separate the data into these two (operating and wearout) portions. Separate failure distributions were obtained for each portion of the data. Details of these procedures will follow.

2. Exponential Failure Distribution

If the mean life is relatively constant over time the appropriate distribution is the exponential. This distribution is of the form

$$f(t) = (1/\theta)e^{-t/\theta} = \lambda e^{-\lambda t}, \text{ for } t > 0 \quad (\text{IV-1})$$

where

$f(t)$ = the probability of tube failure at time t

θ = meantime to failure or mean life

λ = failure rate = $1/\theta$

As mentioned previously this distribution is usually appropriate for modeling the failure distribution for the operating portion of the failure rate curve.

3. Weibull Failure Distribution

In cases where the failure rate was not constant the Weibull distribution was used in this study. This distribution is more general than the exponential in that it can fit regions of decreasing failure rate (infant mortality), relatively constant failure rate (operating period), or increasing failure rate (wearout). The two parameter Weibull was used in all cases. The density function for this distribution is as follows:

$$f(t) = \frac{\beta}{\alpha} \left(\frac{t}{\alpha}\right)^{\beta-1} e^{-(t/\alpha)^\beta} \quad (\text{IV-2})$$

where α is the characteristic life or scale parameter and β is the shape parameter. The value of α is the 63.2 percentile point, i.e., 63.2 percent of the failures in a data set occur before time α . This parameter corresponds approximately to the mean life of the exponential distribution. For $\beta = 1$, the distribution becomes an exponential and α would be the mean life, θ .

4. General Probability Concepts

The density functions, $f(t)$, discussed above define the probability of failure at time t . The cumulative distribution function, $F(t)$, is used to

describe the probability of failure at any time prior to time t . That is,

$$F(t) = \int_0^t f(x)dx \quad (\text{IV-3})$$

The reliability function, $R(t)$, is the probability of survival to time t , or

$$R(t) = 1 - F(t) \quad (\text{IV-4})$$

As discussed previously, tube reliability may be described by this function or by the failure rate. The reliability function is a more accurate method for non-exponential data since for these situations the failure rate is not constant over time. A graph of the reliability function typically will have the form shown in Figure IV-1.

5. The Hazard Function

The Hazard function, $h(t)$, is the instantaneous failure rate at time t , or

$$h(t) = f(t)/[1 - F(t)], t > 0 \quad (\text{IV-5})$$

As this expression indicates, $h(t)$ is the probability of failure at any time t divided by the probability of survival at least to that time. It, therefore, is often treated as the instantaneous failure rate. For the exponential distribution the hazard function is constant. It is decreasing for infant mortality and increasing for wearout conditions.

The cumulative hazard $H(t)$ is the integral of the hazard function up to time t .

$$H(t) = \int_0^t h(x)dx = -\ln[1 - F(t)] \quad (\text{IV-6})$$

Thus we may write

$$F(t) = 1 - e^{-H(t)}$$

or $R(t) = 1 - F(t) = e^{-H(t)} \quad (\text{IV-7})$

This last expression gives the probability of survival to time t in terms of the cumulative hazard. Thus, for the cumulative hazard, $H = 100\%$ corresponds

to the cumulative probability value of

$$F(t) = 1 - e^{-t/\theta} = .632 \text{ or } 63.2\% \quad (\text{IV-8})$$

This means that the cumulative hazard value of 100% corresponds to the mean life for an exponential distribution or the characteristic life for the Weibull and is in fact the 63.2 percentile point for any failure distribution.

For the exponential distribution recall that

$$F(t) = 1 - e^{-t/\theta}, t > 0 \quad (\text{IV-9})$$

$$f(t) = (1/\theta)e^{-t/\theta}, t > 0 \quad (\text{IV-10})$$

where θ is the mean life. The hazard function therefore is

$$h(t) = f(t)/[1 - F(t)] = 1/\theta, t > 0 \quad (\text{IV-11})$$

which is constant over time. The cumulative hazard is

$$H(t) = \int_0^t (1/\theta)dx = t/\theta, t > 0 \quad (\text{IV-12})$$

From this expression it can be seen that time to failure, t , as a function of H is

$$t(H) = \theta H$$

Thus time to failure is a linear function of the cumulative hazard and will plot as a straight line passing through the origin on linear graph paper. The slope of the line is the mean life and it may be found as the time corresponding to the value of 1.00 for H .

For the Weibull distribution recall

$$F(t) = 1 - e^{-(t/\alpha)^\beta}, t > 0 \quad (\text{IV-13})$$

$$f(t) = \frac{\beta}{\alpha} \left(\frac{t}{\alpha}\right)^{\beta-1} e^{-(t/\alpha)^\beta}, t > 0 \quad (\text{IV-14})$$

The hazard function is thus

$$h(t) = \left(\frac{\beta}{\alpha}\right) t^{\beta-1}, t > 0 \quad (\text{IV-15})$$

which is a power function of time t . As previously mentioned, the hazard function increases with time for $\beta > 1$ and decreases for $\beta < 1$. For $\beta = 1$ it is constant and is equal to $(1/\alpha)$. The cumulative hazard is

$$\int_0^t h(t) dt = \left(3/\alpha^\beta\right) \int_0^t t^{\beta-1} dt \quad (\text{IV-16})$$

$$H(t) = \left(\frac{t}{\alpha}\right)^\beta, t > 0 \quad (\text{IV-17})$$

The time to failure, again expressed as a function of H , is

$$t(H) = \alpha H^{1/\beta} \quad (\text{IV-18})$$

Taking logarithms of the above gives

$$\ln(t) = (1/\beta) \ln(H) + \ln(\alpha) \quad (\text{IV-19})$$

Thus t will plot as a straight line function of H on log-log graph paper.

The slope of the line is $(1/\beta)$ and the value of t for $H = 1.00$ is α .

B. Analysis Tools/Computer Program

All tube results were put on punched cards to be used for data input. There were two basic computer programs developed for use on this study. These were NEWHAZ and NEWMIX. Both of these programs can be used for either complete failure data or incomplete (censored) data. They are run on an interactive mode and also produce hard copy plots on a CALCOMP plotter.

The first program sorts the data by failure and censoring time. It then computes the hazard and the cumulative hazard values for each failure. For the exponential distribution, the cumulative hazard is then plotted against failure time using linear coordinates. A least squares straight line fit through the origin is then determined and this line is plotted over the hazard plot. The failure time corresponding to a cumulative hazard of 100% is computed from this least squares fit and printed on the plot as the mean life. The program then performs a goodness of fit test as discussed in the next paragraph to determine the appropriateness of the exponential distribution for the data. The program

computes the natural logarithm of both the cumulative hazard and the failure times. They are then plotted as a Weibull hazard plot on another graph with logarithmic coordinates. Once again a straight line least squares fit is determined and plotted on the graph. The reciprocal of the slope of this line is computed and the result printed as the value of β , the Weibull shape parameter. The time corresponding to a cumulative hazard of 100% is computed from the least squares fit and this value is printed on the graph as the characteristic life, a . Once again a goodness-of-fit test is made where applicable.

There were two different goodness-of-fit tests available in the program to test the fit of the hazard data to the exponential distribution. The first was a Kolmogorov-Smirnov test which was used for data consisting entirely of failed tubes. That is, no tubes were censored (still operating at the latest reading time). The Kolmogorov-Smirnov test is not applicable, however, for data containing some tubes which have not failed (censored data) since it deals necessarily with maximum departure of the observed cumulative distribution from the theoretical exponential distribution, the entire failure distribution must be known. Therefore a second goodness-of-fit test was introduced into the program which is used when the failure data are incomplete, i.e. contains some censored tubes. This test is due to Gnedenko, et al. and is found in their text [2]. A discussion of the test is also found in the test by Mann, Schafer and Singpurwalla [3].

In the case of the Weibull distribution, as discussed above, the important question is whether the two parameter or three parameter Weibull distribution is applicable. The Weibull is only used when the exponential fit has been rejected. The third Weibull parameter is the location or threshold parameter.

Assuming it to be zero assumes that tubes can fail at any time after they are first turned on. Although these assumptions seemed reasonable it was felt that a test of it was desirable. Such a test was developed by Mann and Fertig [4]. This test is also discussed briefly in the test by Mann, Shafer and Singpuwalla. If the exponential is appropriate for the operating period, the mean life is approximately equal to the computed characteristic life.

In two cases use of the hazard plotting technique was found to be inappropriate for determination of mean life. The two cases are as follows:

1. A data set where the number of failed tubes is less than the number of surviving tubes will result in an abnormally high mean life calculation using hazard analysis.
2. A data set resulting in a Weibull shape parameter (β) which was not close to unity for the operating period indicates a non constant mean life.

For the first case the MTTF was calculated using the lower 60% chi square confidence limit for failures occurring during the operating period:

$$MTTF = \frac{2T}{\chi^2_{(2r+2), .6}} \quad (IV-20)$$

where T = Total time accumulated on both failed and surviving tubes

r = Number of failures

$\chi^2_{(2r+2), .6}$ = The 60 percentile point of the chi square distribution with $2r+2$ degrees of freedom.

For the second case the MTTF was calculated from the Weibull shape parameter and characteristic life for the operating period:

$$MTTF = \alpha \Gamma(1 + 1/\beta) \quad (IV-21)$$

where Γ = The Gamma function

α = The Weibull characteristic life

β = The Weibull shape Parameter

V RELIABILITY MODELING

A. Introduction

The orientation of MIL-HDBK-217B toward reliability prediction of military equipment is to provide system designers data which will permit system reliability prediction. The data which will permit system reliability prediction includes the failure rate for components which comprise a planned system.

Because microwave tubes are components in many systems, it was desired that the reliability of microwave tubes be modeled to permit failure rate prediction.

Two basic types of models were developed. One type of model developed permits failure rate prediction and removal criterion prediction for specific individual tube types. The individual tube type models will enable predictions provided the tube to be used in a planned system has been modeled. The other type of model developed will enable failure rate and removal criterion predictions for general tube classes. The second model was required because the individual tube type models were not developed for all tubes due to a lack of data and because new tube types are likely to be introduced for planned systems.

B. Modeling of Individual Tube Type Reliability

1. Basic Model Structure

Investigation of tube failure mechanisms indicated, that all removal criteria are independent, meaning that the occurrence of a failure due to one cause does not influence the probability of occurrence of a failure for any other cause. Practically, this may be interpreted as meaning that each failure may be attributed to one unique cause. The investigation into tube

failure mechanisms resulted in the observation that a malfunction may occur in the tube or system which leads to a tube failure, but regardless of the cause of a failure the tube failed due to a single (independent) cause.

As a consequence of removal criteria independence, an assumption was made regarding the actual model. It was that the model is additive. In other words, the reliability of a tube is equal to the properly weighted sum of the tube reliability due to each removal criterion. Thus the basic structure of the model will be of the form,

$$R(t) = A_1 R_1(t) + A_2 R_2(t) + \dots + A_n R_n(t)$$

where

$R(t)$ = Reliability of the tube at time t

= Probability the tube will not fail prior to time t

$R_i(t)$ = Probability the tube will not fail due to removal criterion i prior to time t

A_i = Weighting factor for failure mode i .

A second assumption was that the failure distributions are exponential. Therefore, the model may be expressed in terms of the failure rate for each failure mode. This removes the time dependence of the model as it assumes the failure rate to be constant over the time period of interest. The model describing failure rate is,

$$\lambda(t) = k_1 \lambda_1(t) + k_2 \lambda_2(t) + \dots + k_n \lambda_n(t)$$

where

$\lambda(t)$ = Tube failure rate at time t . (Under the exponential assumption this is constant for all t)

$\lambda_i(t)$ = Failure rate for failure mode i at time t , (again constant for all t under the exponential assumption)

k_i = Weighting factor for failure mode i

2. Modifying Factors

There are several modifying factors which could modify the failure distributions for removal criteria for different tubes. The factors studied in the research were as follows:

- a. Stress Factors
- b. Location Factors
- c. Shelf Life Factors
- d. Importance Factors
- e. Other Factors

a. Stress Factors

Discussions with tube experts during the course of the study and the previous experience of the project team indicated the possible existence of multiplicative factors which indicate the effect of a failure mode on tube reliability. The data on which this study was based did not conclusively indicate such a pattern. Had the pattern been apparent it would have meant that common failure mode distributions could be developed for classes of tubes. Individual differences resulting from stresses on the tubes could then be accounted for by the stress factors.

b. Location Factors

Some of the tubes studied were used in several different geographical areas. The data were analyzed to determine if significant differences in failure rates could be discerned due to such geographical location. No such consistent patterns were found in the data. It should be cautioned again, however, that all of the data studied in this analysis were for ground based installations, as these data were the only data containing such multiple location information.

c. Shelf Life Factors

Data were available to measure trends of shelf life effects on tube life. It was determined, however, that no such trends existed in the data. Discussions with the various tube manufacturers and users agree with the results from the data analysis. That is, if tubes are properly stored, their operating life should not be significantly reduced.

d. Importance Factors

These factors measure the importance of each removal criterion to the overall tube failure rate. They have been determined empirically by measuring the number of failures due to each removal criterion for each tube and dividing by the total number of failures for that tube being considered. They are therefore weighting factors which weight the removal criterion as to their importance to tube life.

e. Other Factors

Other considerations such as the effect of learning and environmental factors on individual tube reliability were made; however, each of the tubes for which data were collected generally were all used in the same environment or had little evidence of reliability change with time (learning effect). Therefore, none of the individual tube type models contain these factors. The tube class models, which will be introduced later, do contain these factors because appropriate combinations of individual tube type data allowed determination of these factors.

C. Modeling of Tube Classes

The individual tube type models discussed in Part "A" above are not sufficient for general reliability predictions of the type in MIL-HDBK-217B. For this reason two types of reliability models were developed based on the individual tube type reliability models. The first type may be used to predict the overall failure rate of a given microwave tube class (klystron, TWT, etc.) with a given set of operating parameters (power, frequency and duty cycle). The second type may be used to predict the failure rate and probability of occurrence of removal criterion for a given tube class (klystron, TWT, etc.) with a given set of operating parameters (power, frequency and duty cycle). The application of these two models to a particular tube results in a predicted base failure rate which must be modified by appropriate environmental and learning factors. These factors are published in MIL-HDBK-217B for microwave tubes. After extensive data analysis some of these factors have been modified and are listed herein.

1. Basic Model Structure

The overall failure rate model must provide a reliability prediction method based on tube operating parameters and appropriate modifying factors. The model structure for overall failure rate prediction for a given tube class is,

$$\lambda_p(P_j) = \Pi_L \Pi_E \lambda(P_j) \quad (V-1)$$

where

$\lambda_p(P_j)$ = Predicted Overall Tube Failure Rate

Π_L = Learning Factor

Π_E = Environmental Factor

$\lambda_b(P_j)$ = Base Tube Failure Rate

P_j = Tube Parametric Classifications

$$j = 1, 2, \dots m$$

λ_p and λ_b are both functions of tube parametric classifications.

The model structure for the removal criterion model for a given tube class is

$$\lambda_p(P_j) = \pi_L \pi_E \pi_F(P_j) \lambda_b(P_j) \quad (V-2)$$

where

$$\pi_F(P_j) = \frac{\text{Base Failure Rate from Overall Failure Rate Model}}{\text{Base Failure Rate from Removal Criterion Model}}$$

$$\lambda_b(P_j) = k_1(P_j) \lambda_1(P_j) + k_2(P_j) \lambda_2(P_j) + \dots + k_n(P_j) \lambda_n(P_j)$$

$$k_i(P_j) = \text{Importance factor of the } i\text{th removal criterion}$$

$$\lambda_i(P_j) = \text{Failure rate of the } i\text{th removal criterion}$$

π_F , k_i and λ_i are all functions of tube parametric classifications.

2. Modifying Factors

a. Environmental Factors

Reliability data have been gathered for tubes in the following environments: ground fixed systems, ground mobile systems, sea-going systems, airborne external (pod) systems, and airborne internal systems. To be consistent with MIL-HDBK-217B the ground fixed systems were used as a baseline reliability standard. All environmental factors are expressed relative to the reliability of tubes in a ground fixed environment. The environmental factor (π_E) is, therefore, a ratio of non-ground fixed failure rate to ground fixed failure rate for a given tube class and a given set of operating parameters. Reliability data on tubes in a ground based mobile/transportable environment and data on similar (or the same, in some cases) tubes in a ground fixed environment were compared. The ratio of failure rates after appropriate screening and interpretation of the data showed a consistently higher failure for tubes used in a ground mobile/transportable environment over tubes in the ground fixed installations.

Data were available on tube failures in airborne inhabited, airborne uninhabited, and sheltered sea-going systems. These data were compared with ground based-data and with each other to determine the naval sheltered environmental factor.

b. Learning Factors

The data gathered in some cases allowed analysis by year of manufacture. Engineering considerations lead to the hypothesis that as time progresses, procedures for operating a tube within a system change, resulting in improved reliability. Furthermore, improved reliability was obtained through improvements in manufacturing techniques. The data analyzed by year of manufacture after proper screening supported this hypothesis. That is, tube reliability improved after several years of manufacturing experience.

3. Reliability Model

The data analyzed for each of the tube classes exhibited trends when failure rate was compared with tube parametric classifications and when failure rate was compared with environmental and learning considerations. The overall failure rate models and the removal criteria models, therefore, retained the structure hypothesized above. The models are presented in Section VI of this report.

VI. RESULTS OF DATA ANALYSIS AND MODELING

A. Introduction

As discussed in previous sections, the study has dealt with the reliability of individual tube types and the reliability of general tube classes. As will be described in this section, the analysis of individual tube type reliability resulted in individual tube type reliability models, individual tube type removal criteria models and individual tube type wearout times for those tubes with sufficient data. The analysis of these individual tube type models resulted in the development of general tube class overall reliability models and tube class removal criteria models for those tube classes with sufficient data. The effects of environment and learning have been modeled for all tubes.

B. Individual Tube Type Reliability Models

The failure rate for each of the tube types was determined from the cumulative hazard analysis or the chi square 60% upper confidence limit as discussed in the previous section. The reliability for the individual tube types studied is presented in Tables VI-1 through VI-8 as failure rate. An overall reliability function plot was made for each of the tube types modeled. The plots are in Appendix A. The reliability for a given time may be found by reading from the ordinate of the plot for the tube of interest the point corresponding to the desired time on the abscissa.

The probability of the tube not failing prior to a given time (reliability) taken from one of the reliability function plots may be used in determining the probability that the system will not fail prior to the given time. The system failure probabilities may be used in determining expected maintenance schedules, expected operational cost and other operational considerations.

TABLE VI-1 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

CW KLYSTRONS					
Tube No.	No. of Tubes	No. Failed	Avg. Power 'KW)	Freq. (MHz)	Failures/ 10 ⁵ Hours + (λ)
3KM300LA	28	20	100	400	64*
3K210000LQ	189	169	76	870	151
4KM170000LA	8	4	75	410	75*
VA853	36	36	75	900	222
8824	16	16	30	520	126
8825	9	9	30	630	121
8826	9	9	30	790	280
3KM50000PA1	108	88	23	330	116
3KM50000PA2	91	54	23	330	150*
3KM50000PA	305	282	20	330	111
4KM50LB	10	4	14	410	28*
4KM50LC	13	5	14	400	15*
4KM50SK	134	84	12	2600	37
4KM50SJ	13	8	12	2100	38*
4KM50000LR	592	423	12	870	57
4KM50000LQ	68	51	11	800	79
4K50000LQ	171	97	10	800	30*
3K50000LA	40	29	10	500	587
3K50000LF	13	8	10	620	54*
VA800E	10	5	10	2100	70*
VA856B	16	11	2	7600	65
4KM3000LR	203	79	2	800	138*

TABLE VI-1 (Continued)

CW KLYSTRONS (Cont'd)					
Tube No.	No. of Tubes	No. Failed	Avg. Power (kW)	Freq. (MHz)	Failures/ 10^6 Hours + (λ)
3K3000LQ	110	33	2	800	9*
3KM3000LA	100	60	2.3	490	19*
4K3CC	81	79	1.2	4700	605
VA888E	438	244	1	4700	233*
4K3SK	53	26	1	2600	29*

* Upper 60% chi square confidence limit

+ Failure rate based on operation period

TABLE VI-2. MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

PULSED KLYSTRONS						
Tube No.	No. of Tubes	No. Failed	Peak Power (MW)	Avg. Power (KW)	Freq. (MHz)	Failures/ 10^6 Hours + (λ)
4670	7	7	30	26	2900	39
8568	265	140	21	19	2900	234*
ZM3038A	447	426	15	30	2500	194
L3250	170	145	10	15	1300	69
Z5010A	163	152	10	15	1300	150
SAC42A	632	598	3	6	5600	102
X780D	23	21	2.5	75	1300	337
L3035	494	404	2.2	7	1300	66
VA842	143	120	1.3	75	400	18
L3403	515	437	1.3	75	400	93
4KMP10000LF	34	21	470 KW	4.6	600	43*

* Upper 60% chi square confidence limit

+ Failure rate based on operation period

TABLE VI-3. MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

TRAVELING WAVE TUBES						
Tube No. / System	No. of Tubes	No. of Failures	Peak Pwr. (KW)	Avg. Pwr. (W)	Freq. (MHz)	Failures/ 10 ⁶ Hours † (λ)
VTR5210A1	136	84	5	10	5600	145
ZM3167	484	443	5	10	5600	88
MA2001A	35	29	CW	250	560	165
VA138D	31	23	CW	70	420	53
WJ3751	16	4	CW	.001	2900	90*
SM5768	31	24				2203
SVA643	40	29				607
SALQ94	158	158			HB	4530
SALQ94	156	156			MB	4470
SALQ94	65	65			LB	1865
SALQ101	53	53			MB	4350
SALQ101	36	36			LB	4350
SALQ117	27	27				1100
SALQ117	33	33			HB	910
SALQ119	261	261			HB	1475
SALQ119	131	131			MB	1185
SALQ119	151	151			LB	1460

* Upper 60% chi square confidence limit

† Failure rate based on operation period

§ Classified Power and Frequency

TABLE VI-4, MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

MAGNETRONS						
Tube No.	No. of Tubes	No. of Failures	Peak Pwr. (MW)	Avg. Pwr. (KW)	Freq. (MHz)	Failures/ 10 ⁶ Hours + (λ)
QK338A	3200	3148	4.5	4.5	2800	463
6410A	10	1	4.5	4.5	2800	535**
7529	5	0	3.5	3.5	2800	353**
QK327A	455	433	3.5	2.5	2800	432
QK327A	6	1	3.5	2.5	2800	367**
SFD356	29	0	2.2	2.4	2870	125**
6517	3	0	1	1.3	1300	1267**
400615	74	53	1	1	1300	452
5586 F/M	131	88	800 KW	400 W	2800	559
5586 Fixed	31	23	800 KW	400 W	2800	499
5586 Mobile	90	69	800 KW	400 W	2800	669
8798 F/M	1391	1160	450 KW	450 W	2800	479
8798 Fixed	327	280	450 KW	450 W	2800	379
8798 Mobile	737	610	450 KW	450 W	2800	464
5780	10	0	250 KW	250 W	9000	80**
SFD352	118	5	230 KW	253 W	9000	263**

TABLE VI-4. (Continued)

MAGNETRONS (Cont'd)						
Tube No.	No. of Tubes	No. of Failures	Peak Pwr. (MW)	Avg. Pwr. (KW)	Freq. (MHz)	Failures/ 10 ⁶ Hours +
6344	13	3	175 KW	149 W	5640	335**
SFD370	7	0	90 KW	99 W	9250	105**
SFD377A	3	0	90 KW	90 W	9375	200**
SFD342	28	0	75 KW	65 W	16500	55**
7452	10	0	70 KW	196 W	16000	263**
BLM198	8	0	70 KW	84 W	16250	213**
7256 F/M	1832	1554	40 KW	40 W	9100	533
7256	15	1	40 KW	40 W	9100	159**
7256 Fixed	706	619	40 KW	40 W	9100	520
7256 Mobile	855	714	40 KW	40 W	9100	554
2J55	5	0	40 KW	40 W	9375	366**

** Manufacturer's life test data - upper 60% chi square confidence limit

† Failure rate based on operation period unless data are manufacturer's life test results

TABLE VI-5. MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

TW STRONS						
Tube No.	No. of Tubes	No. of Failures	Peak Pwr. (MW)	Avg. Pwr. (KW)	Freq. (MHz)	Failures/ 10^6 Hours † (λ)
VA913A	135	123	5	10	5500	225
VA145H	17	13	5	10	3000	487
VA145E	42	28	3	5	3000	449
§ VA144	40	30				847

† Failure rate based on operation period

§ Classified Power and Frequency

TABLE VI-6. MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

GRIDDED TUBES						
Tube No.	No. of Tubes	No. of Failures	Peak Pwr. (KW)	Avg. Pwr. (KW)	Freq. (MHz)	Failures/ 10^6 Hours † (λ)
7835	167	159	10 MW	60	450	136
2041	363	339	300	3	430	142
6952	424	414	224	4	430	390

† Failure rate based on operation period

TABLE VI-7. MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

AMPLITRON						
Tube No.	No. of Tubes	No. Failed	Peak Power	Avg. Power	Freq.	Failure/ 10^6 Hours † (λ)
SQK681	208	201				260

§ Classified Power and Frequency

TABLE VI-8 MICROWAVE TUBE CHARACTERISTICS AND FAILURE RATES

CROSSED FIELD AMPLIFIER						
Tube No.	No. of Tubes	No. Failed	Peak Power (KW)	Avg. Power (KW)	Freq.	Failure/ 10^6 Hours † (λ)
SFD261	52	10	125	1	S	209*
SFD261	10	5	125	1	S	127**

* Upper 60% chi square confidence limit

** Manufacturer's life test data - upper 60% chi square confidence limit

† Failure rate based on operation period unless data are manufacturer's life test results

Because reliability models have not been developed for all tubes due to a lack of sufficient data, an appropriate engineering judgement will be necessary to obtain a failure rate prediction for a tube which has not been modeled. The engineer may consider reliability models for tubes with characteristics similar to the tube of interest as a basis for a judgement leading to the desired reliability prediction. Other models have been developed based on the individual tube type reliability models which predict the reliability of tube classes (klystrons, TWT's, etc.) based on tube parametric classifications. These tube class reliability models may be used where no model is available for a specific tube of interest.

C. Individual Tube Type Removal Criteria Models

The failure rates and frequency of occurrence for each of the removal criteria for each tube studied are summarized in Tables VI-9 through VI-23. The product of the frequency of occurrence and failure rate for each removal criterion is a measure of the relative contribution of each removal criterion to the overall failure rate of the tube.

The relative contribution to a tube's failure rate by the various removal criteria may be used as a guide to direct corrective actions for the purpose of reliability improvement. The reduction of the failure rate for the removal criterion having the largest contribution will reduce the failure rate of the tube, therefore, reducing the expenditures necessary to replace failed tubes. Removal criteria having a significant secondary and tertiary contribution to the overall failure rate should also be considered in a reliability improvement research program. Research to reduce the failure rate for any removal criterion should not necessarily concentrate on improving only the tube. The system or at least the tube-system interface, in many cases, is the cause of tube failures.

TABLE VI-9
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES

CW KLYSTRON						
Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing
VA853			343			
VA888E	414	233	805			358
3KM3000LA		38				
3KM50000PA	113	76	165			98
3KM50000PA1	153		157			
3KM50000PA2	110		302			375
3K210000LQ		38	243			
3K3000LQ		21	56			
3K50000LA		837				
4KM3000LR		30	71			
4KM50SK		49	83			
4KM50000LQ						
4KM50000CLR F/M	78	49	80			139
4KM50000LR Mobile				233		
4KM50000LR Fixed	53		51	73		
4K3CC	688		418	2738		1217
4K3SK			49			
4K50000LQ	39		35	52		

TABLE VI-10
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES
CW KLYSTRON

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing / Short	Magnetic System	Waveguide System	Cooling System
VA853				344			
VA888E							
3KM30000LA				79			222
3KM50000PA				327			
3KM50000PA1					155		
3KM50000PA2					363		195
3K210000LQ						218	
3K30001LQ							
3K50000LA							
4KM30000LR							
4KM50SK				69		127	63
4KM50000LQ				108		108	92
4KM50000LR F/M				119		131	74
4KM50000LR Mobile						178	166
4KM50000LR Fixed				90		138	63
4K3CC						521	
4K3SK							
4K50000LQ				102		71	60

TABLE VI-11
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES
PULSED KLYSTRON

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
L3035	98	49	112		93	92	1,0
L3250		53	136				100
L3403		117	135				105
SAC42A	97	93	124	121		183	128
VA842		24	77				
X780D			358				
ZM3038A	688	202	308		301		
Z5010A		107		227		281	175
4KMP10000LF				160			
8568				130			
TWT							
ZM3167	139		88		165		
MA2001A	110		201		899		
VTR5210A1	143		207				
VA138D	141			130		55	

TABLE VI-12
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES
PULSED KLYSTRON

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing / Short	Magnetic System	Waveguide System	Cooling System
L3035	86			102	86	93	65
L3250	116			80	124		45
L3403					139		
SAC42A	123				108		192
VA842					47		41
X780D							
2M3038A	326				314	349	289
25U10A	637					258	258
4KMP10000LF							
8568					104	120	62
						TWT	
2M3167						146	112
MA2001A						325	
VTR521UA1						169	
VA138D							

TABLE VI-13
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES
MAGNETRONS

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant	Leak
QK327A	426	302	766					
QK338A	368	237	846					
400615								
5586 F/M		615	1844					
5586 Fixed		631	1025					
5586 Mobile		732	1469					
7256 F/M	650	447	690				790	
7256 Fixed	844	416	649				622	
7256 Mobile	575	490	733				916	
8798 F/M	753	319	730				693	
8798 Fixed	1357	245	650					
8798 Mobile	639	362	720				760	
TYSKTRON								
VA913A	249	389					366	

TABLE VI-14
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES

MAGNETRONS

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing/ Short	Magnetic System	Waveguide System	Cooling System
QK327A	718			419		596	592
QK338A	635		562	435		614	640
400615				546			865
5586 F/M				735			
5586 Fixed				490			
5586 Mobile				722			
7256 F/M	659		565	629		562	742
7256 Fixed	780		518	669		608	11124
7256 Mobile	591		632	658		511	651
8798 F/M	532		782	667		923	940
8798 Fixed				571			
8798 Mobile	632			738		786	
TWYSTRON							
VA913A	276						199

TABLE VI-15
MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES

GRIDDED TUBE

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
7835		94		215			
6952		354		778			
2041	162	116					

AMPLITRON

QK681	120	363
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TABLE VI-16

MICROWAVE TUBE REMOVAL CRITERIA FAILURE RATES

GRIDDED TUBE

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing/ Short	Magnetic System	Waveguide System	Cooling System
7835				209	202	223	
6952				672	365	644	
2041				221	234		

AMPLITRON

QK681	271	398
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TABLE VI-17
MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS

CK⁴ KLYSTRON

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
VA853	.08	.61				.03	.06
VA800E	.40					.20	
VA856B	.27		.18				
VA888E	.24	.08	.14		.08	.04	
3KM13000LA	.05		.40	.05			
3KM13000LA	.02	.62	.12		.02	.02	
3KM50000PA	.44	.10	.20	.02	.02	.03	.01
3KM50000PA1	.29	.06	.18			.05	
3KM150000PA2	.20	.02	.24			.19	
3K210000LQ	.04	.04	.32	.04	.02	.07	
3K3000LQ	.55		.33			.03	
3K50000LA	.07	.38	.10	.03	.07	.03	
3K50000LF	.13	.38	.13			.13	
4KM170000LA			.25		.25		

TABLE VI-17 (Continued)

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
4KM3000LR	.01	.63	.18				.01
4KM50LB	.25		.25				
4KM50LC	.20		.20				.20
4KM50SJ		.13					.13
4KM50SK	.05	.15	.11				.02
4KM50000LQ	.08	.02	.12	.02			.06
4KM50000LR F/M	.04	.07	.17				.04
4KM50000LR Mobile	.07	.04	.11				.03
4KM50000LR Fixed	.03	.09	.20				.03
4K3CC	.32	.14	.10	.01			.01
4K3SK	.15	.31	.27				.08
4K5000GLQ	.37	.08	.15	.01			.02

TABLE VI-18

MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS

CW KLYSTRON

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing/ Short	Magnetic System	Waveguide System	Cooling System
VA853				.06			.08
VA800E				.20			
VA856B				.18			.27
VA888E				.17	.03	.02	.02
3KM3000LA	.10	.20					
3KM3000LA				.07			.05
3KM50000PA				.06	.02	.01	.03
3KM50000PA1	.01			.16	.01	.02	.03
3KM50000PA2	.06			.20		.04	.02
3K2100001Q	.02			.13		.12	.15
3K30000LQ				.09			
3K50000LA				.17		.07	
3K50000LF							.25
4KM1700000LA							.25

TABLE VI-18 (Continued)

Tube Number	O11 System	Heater Seal	Window Arcing / Short Arcing	Magnetic System	Waveguide System	Cooling System
4KM30000LR		.01	.06		.04	.03
4KM50LB						.50
4KM50L.C			.20			.20
4KM50SJ			.13			.63
4KM50SK		.05	.19		.08	.27
4KM50000LQ			.18		.27	.24
4KM50000LR F/M		.07	.07		.13	.35
4KM50000LR Mobile		.09	.06		.20	.36
4KM50000LR Fixed		.08	.07		.13	.32
4K3CC		.65	.19		.04	
4K3SK			.12		.04	
4L5000GULQ			.07		.07	.15

TABLE VI-19
MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS
PULSED KLYSTRON

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
L3035	.06	.13	.08		.21	.05	.03
L3250	.01	.12	.12	.01	.07	.01	.12
L3403	.02	.08	.48		.01	.02	.03
SAC42A	.04	.32	.10	.13		.04	.03
VA842	.02	.14	.42			.01	
X780D	.05	.05	.71				
ZM3038A	.04	.19	.39		.06	.01	.02
Z5010A	.01	.13	.39		.01	.07	.06
4KMP1000GJLF	.05	.19	.57				
8568		.03	.13				
TWT							
ZM3167	.04	.70					
WJ3751		.50					
MA2001A	.24	.24					
VTR5210A1	.05	.75					
VA138D	.26	.43					
VA643		.14					
		.38					

TABLE VI-20
MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS
PULSED KLYSTRON

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing/ Short	Magnetic System	Waveguide System	Cooling System
L3035	.08		.07	.08		.09	.06
L3250	.11		.07	.26		.02	.06
L3403	.01			.25	.05	.01	.02
SAC42A	.12		.01	.13		.02	.04
VA842	.02		.02	.20	.02	.05	.07
X780D				.05			.14
ZM3038A	.14		.02	.08		.01	.02
Z5010A	.05		.01	.07	.04		.15
4KMP10000LP				.14	.05		
8568		.10	.50	.17			
TWT							
ZM3167	.01			.16		.02	
WJ3751							
MA2001A					.10		
VTR5210A1					.05		.04
VAL38D					.09		
VA643	.15			.02	.15		
						.02	.05

TABLE VI-21
MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS
MAGNETRON

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
QK327A	.39	.11	.07				.01
QK338A	.29	.06	.20				
400615	.04	.06	.15	.62			
5586 F/M	.05	.23	.30	.01			.07
5586 Fixed		.30	.30				
5586 Mobile	.04	.22	.26				.09
7256 F/M	.06	.24	.42				.04
7256 Fixed	.05	.27	.45				.03
7256 Mobile	.06	.22	.41				.05
8798 F/M	.05	.19	.32				.05
8798 Mobile	.06	.21	.37				.05
8798 Fixed	.05	.22	.23				.02
TWYSTRON							
VA913A	.01	.20	.30		.05		.11 .02
VA145H	.08	.15	.31				.15
VA145E	.07	.04	.36		.04		.04
VA144		.13	.23	.16			.06

TABLE VI-22
MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS

MAGNETRON

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing/ Short	Magnetic System	Waveguide System	Cooling System
QK327A	.05			.01	.23		.04
QK338A	.09			.06	.16		.09
400615	.13			.09	.21		.21
5586 F/M	.01			.05	.25		.01
5586 Fixed					.30		
5586 Mobile	.01			.04	.30		
7256 F/M	.03			.01	.13		.02
7256 Fixed	.03			.01	.09		.02
7256 Mobile	.04			.01	.15		.02
8798 F/M	.01			.02	.28		.04
8798 Mobile	.01			.01	.22		.04
8798 Fixed	.02			.03	.39		.02

WYSTRON

VA913A	.14			.02	.05	.02	.01	.07
VA145H	.15					.15		
VA145E	.07			.11	.11	.04	.07	
VA144						.10	.06	.03

TABLE VI-23

MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS

GRIDDED TUBE

Tube Number	Filament	Emission	Gassy	Window	Mechanical	Focusing	Coolant Leak
7835	.03	.11	.14				.02
6952	.01	.50	.02				.01
2041	.02	.18	.02				.01

AMPLITRON

QK681	.14	.38	
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TABLE VI-24

MICROWAVE TUBE REMOVAL CRITERIA IMPORTANCE FACTORS

GRIDDED TUBE

Tube Number	Oil System	Heater Seal	Window Arcing	Arcing/ Short	Magnetic System	Waveguide System	Cooling System
7835				.03	.5!	.01	.06
6952					.3)	.02	.07
2041					.65	.01	.03

AMPLITRON

QK681	.15	.02	.15	.02	.05
-------	-----	-----	-----	-----	-----

D. Individual Tube Type Wearout Times

The cumulative Weibull hazard plots were inspected to determine appropriate wearout region for each tube analyzed. A steep decrease of slope on the cumulative hazard plot indicates the wearout point. Tables VI-25 through VI-30 summarize the results of the wearout analysis. The wearout region of tube life is that period when the failure rate begins to increase as the radiant time increases. Depending on considerations of tube cost and maintenance cost for a particular system, it may be desirable to remove an operating tube when it reaches the beginning of the wearout period listed. This is a preventative maintenance practice because the probability of a tube failing begins to increase more rapidly for a tube in the wearout region of the life cycle than for a tube in the operating period.

E. Modifying Factors

In order that the reliability models developed during the study be consistent with MIL-HDBK-217B, they are based on the reliability of tubes in fixed ground based installations and on the reliability of tubes which have been in use for several years. To predict the reliability of a tube not in the above two categories, modifying factors describing the effects of environment and learning must be applied to the model.

1. Environmental Factors

a. Ground Fixed

Over half of the tubes in the McClellan data were operated in a ground fixed environment. Tubes used in ground fixed systems generally have a lower failure rate than tubes in other environments because there is less vibration and more protective equipment in the ground fixed systems. Since it is the reference environment, the ground fixed factor is arbitrarily given the value of one.

TABLE VI-25. BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES

CW KLYSTRONS		
Tube No.	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
4KM50LB	.61	1100*
3K50000LF	1.42	2000*
4KM50SJ	.99	2100*
VA800E	1.07	3000 ^A
3K50000LA	.94	3500
8826	.65	5000*
4K3CC	.78	5000
4K3SK	1.32	6500*
8825	.72	9000*
3KM300LA	.64	10000
8824	.82	10000*
VA853	.85	10000
3KM50000PA2	.75	16000
3K3000LQ	.64	9000
4KM3000LR	.61	13500
VA888E	.92	20000*
VA856B	.81	22000*
4KM50000LQ	1.21	20000
4K50000LQ	1.14	34000*
3KM50000PA1	.75	40000*

TABLE VI-25 (Continued)

CW KLYSTRONS (Cont'd)		
Tube No.	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
4KM50LC	1.9	40000*
4KM50SK	1.07	46000*
4KM170000LA	3.79	50000*
3KM50000PA	.81	57000*
3K210000LQ	.69	71000*
4KM50000LR	.88	80000*
3KM30000LA	.75	100000*

*No wearout observed; maximum failure time recorded.

TABLE VI-26. BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES

PULSED KLYSTRONS		
Tube No.	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
ZM3038A	.75	7500
4670	.50	10000
8568	.55	10700
VA842	.54	13000
Z5010A	.78	13000
X780D	.59	18000*
L3403	.83	20000
4KMP10000LF	.78	30000
SAC42A	.80	80000*
L3250	.64	90000*
L3035	.88	90000*

*No wearout observed; maximum failure time recorded.

TABLE VI-27. BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES

TRAVELING WAVE TUBES		
<u>Tube No.</u>	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
M5768	1.23	750
WJ3751	1.07	2300*
VA643	.63	3000
VA138D	1.01	4200*
MA2001A	.71	10000
ZM3167	1.04	60000*
VTR5210A1	1.28	21000*

*No wearout observed; maximum failure time recorded.

TABLE VI-28. BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES

MAGNETRONS		
Tube No.	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
7256 Fixed	1.45	4900
7256 Mobile	1.44	5200
8798 Mobile	1.14	6000
5586 Fixed	.99	8000*
5586 Mobile	.87	8000*
5586 F/M	.83	9000*
7256 F/M	1.45	10000*
8798 Fixed	1.15	9500
400615	.92	11000*
QK327A	1.04	19000*
8798 F/M	1.11	25000*
QK338A	.88	35000*

*No wearout observed; maximum failure time recorded.

TABLE VI-29. BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES

TWYSTRONS		
Tube No.	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
VA144	.66	4100*
VA145E	.73	6000*
VA145H	.67	9000*
VA913A	.90	11000

*No wearout observed; maximum failure time recorded.

TABLE VI-30 BEGINNING OF WEAROUT PERIOD FOR MICROWAVE TUBE LIFE CYCLES

GRIDDED TUBES		
Tube No.	Weibull Shape Parameter (β)	Beginning of Wearout Period (Hours)
6952	1.12	7000
2041	.87	13000
7835	.93	15000

b. Ground Mobile

Tubes in ground mobile systems are subjected to more vibration and have less protective equipment than those in a fixed environment. Several tube types in the data were used both in fixed and mobile environments. By comparing the reliability of tubes in a mobile environment with tubes having similar operating parameters used in a fixed environment and tubes used in both environments, the ground mobile factor was found to be 3.

c. Airborne Inhabited

Airborne inhabited environment refers to tubes operated in the aircraft as opposed to a pod. This environment subjects a tube to more, and usually higher frequency vibration than a mobile or fixed ground based environment. There are more abrupt jolts due to landings and air maneuvers. Appropriate comparison of the failure rate of tubes in an airborne inhabited environment with the failure rate of tubes in other environments resulted in modifying factors of 6.5.

d. Airborne Uninhabited

The airborne uninhabited environment refers primarily to systems located in wing pods. These units are subjected to even greater vibrations and jolts as the wings vibrate more than the fuselage. Appropriate comparison of the reliability of the pod tubes with the reliability of tubes in other environments resulted in a modifying factor of 8.

e. Naval Sheltered

The naval sheltered environment refers to seagoing systems which are protected from the weather. These tubes suffer a higher failure rate than ground based systems due to the corrosive effects of the salt laden air, vibration, and less protective equipment than the ground based systems. The reliability of naval sheltered tubes appropriately compared to the reliability

of tubes in other environments resulted in a naval sheltered environmental factor of 6.5.

Table VI-31 summarizes the environmental modifying factors.

2. Learning Factor

The learning factor refers to the improvement in failure rate due to learning in the production, operation, and maintenance processes. For tubes being built and used for the first time, there may be production and operation problems which can result in a high failure rate. With time the problems are solved, and workers gain expertise in constructing and operating the tubes. As a result, the failure rate decreases as more tubes are built and used. Some of the tubes in the data base were in the one to three-year age category. Comparing the failure rate of these tubes with the failure rate of tubes with similar operating parameters which have been in production many years resulted in a learning factor of 3. Tubes which have been in production for over three years did not display noticeable differences in failure rate from the older tubes. There were no tubes which had been in production less than a year in the data base. The learning factor of 10 for this age category was adopted from the MIL-HDBK-217B. Table VI-32 summarizes the learning factors to be used when predicting tube reliability with the models presented in this section.

F. Overall Failure Rate Models

Failure rates for the following classes of tube have been modeled as a function of tube operating parameters and are consistent with MIL-HDBK-217B notation:

1. Klystrons
2. Magnetrons
3. Traveling Wave Tubes
4. Twystrons
5. Gridded Tubes (Tetrodes and Triodes)

TABLE VI-31. ENVIRONMENTAL MODIFYING FACTORS

ENVIRONMENT	FACTOR (π_E)
GROUND FIXED (G_F)	1.0
GROUND MOBILE (G_M)	3.0
AIRBORNE INHABITED (A_I)	6.5
AIRBORNE UNINHABITED (A_U)	8.0
NAVAL SHELTERED (N_S)	6.5

TABLE VI-32 LEARNING FACTORS

PERIOD	π_L
Less than 1 year	10.0
1 - 3 years	3.0
More than 3 years	1.0

Recall from section V, the basic model structure for the overall failure rate model is

$$\lambda_p = \lambda_b \pi_E \pi_L \text{ failures per } 10^6 \text{ hr.} \quad (\text{VI-1})$$

where λ_p = part failure rate

= function of tube operating parameters

λ_b = base failure rate

= function of tube operating parameters

π_E = environmental factor

π_L = learning factor

A procedure for use of the model in estimating failure rates is as follows:

Step 1: Identify the tube parameters indicated in Table VI-33 for the appropriate tube class.

Step 2. Compute the following parameters of the tube:

- a. For CW klystrons, multiply average power in KW by frequency in GHz to obtain a parameter with units of KW-GHz.
- b. For pulsed klystrons, multiply peak power in MW by frequency in GHz to obtain a MW-GHz parameter.
- c. For pulsed magnetrons, multiply peak power in MW by frequency in GHz to obtain a MW-GHz parameter.
- d. For CW TWT's, multiply average power in W by frequency in GHz to obtain a W-GHz parameter.
- e. For pulsed TWT's, multiply peak power in KW by frequency in GHz to obtain a KW-GHz parameter.
- f. For pulsed Twystrons, multiply peak power in MW by frequency in GHz to obtain a parameter with units of MW-GHz.

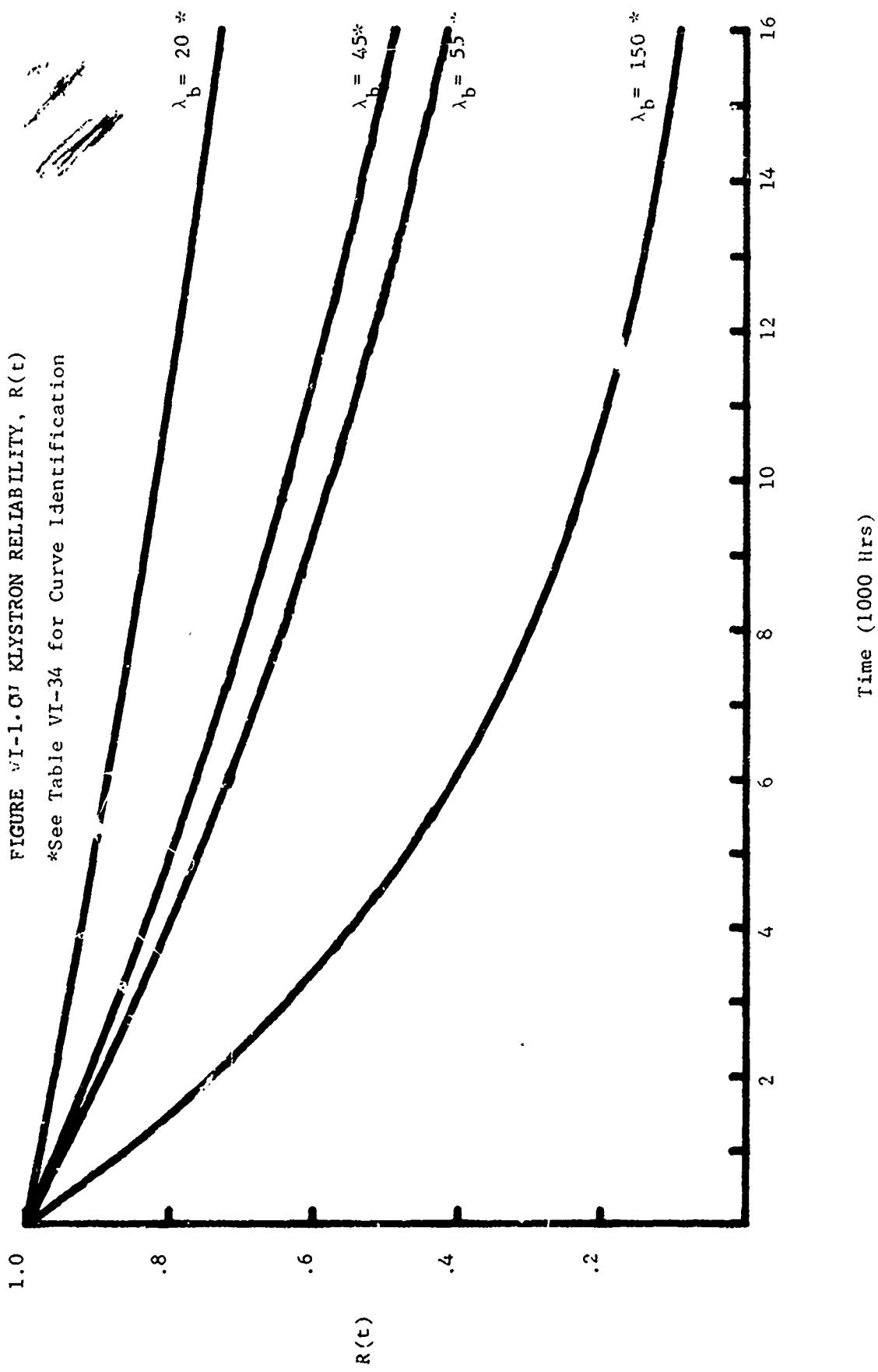
TABLE VI-33. TUBE PARAMETERS REQUIRED
OVERALL FAILURE RATE MODEL

TYPE TUBE	PARAMETERS NEEDED
CW Klystrons	Average power, frequency
Pulsed Klystrons	Peak power, frequency
Pulsed Magnetrons	Peak power, duty cycle, frequency
Pulsed TWT's	Peak power, frequency
CW TWT's	Average power, frequency
Gridded Tubes	Duty cycle
Twystrons	Peak power, frequency

TABLE VI-34. CW KLYSTRON BASE FAILURE RATES

POWER X FREQUENCY (KW) x (GHz)	FAILURES PER 10^6 HOURS (λ_b)
Below 7	20
7-10	45
10-35	55
Above 35	150

FIGURE VI-1.G1 KLYSTRON RELIABILITY, $R(t)$
*See Table VI-34 for Curve Identification



Step 3. Enter the appropriate table (Table VI-34 through VI-40) to determine the base failure rate (λ_b).

Step 4. Enter Table VI-31 to determine the environmental factor, π_E .

Step 5. Enter Table VI-32 to determine the learning factor, π_L .

Step 6. Compute the predicted part failure rate as the product of the base failure rate, the environmental factor, and the learning factor, i.e., $\lambda_p = \lambda_b \pi_E \pi_L$ failures per million hours.

C. Removal Criteria Models

Failure rates and importance factors for removal criteria for the following classes of tubes have been modeled as a function of tube operating parameters and are consistent with MIL-HDBK-217B notation. The classes of tubes are

1. Klystrons
2. Magnetrons
3. Traveling Wave Tubes
4. Twystrons
5. Grided Tubes (Tetrodes and Triodes)

Recall from section V, the basic model structure for the tube class removal criteria model is

$$\lambda_b = k_1 \lambda_1 + k_2 \lambda_2 + \dots + k_n \lambda_n \quad (VI-2)$$

$$\lambda_p = \lambda_b \pi_E \pi_L \quad (VI-3)$$

where λ_b = base failure rate

k_i = weighting factor for removal criterion i

λ_i = failure rate for removal criterion

λ_p = part failure rate

π_E = environmental modifying factors

π_L = learning factors

TABLE VI-35. PULSED KLYSTRONS BASE FAILURE RATES

PEAK POWER X FREQUENCY (MW) X (GHZ)	FAILURES PER 10^6 HOURS (λ_b)
Below 10	80
10-25	120
25-35	180
Above 35	240

TITLE VI-36. PULSED MAGNETRONS BASE FAILURE RATES

PEAK POWER X FREQUENCY (MW) X (GHZ)	FAILURES PER 10^6 HOURS (λ_b)	
	DUTY CYCLE Below 0.001	DUTY CYCLE Above 0.001
Below 5	410	440
5-10	430	460
Above 10	450	470

FIGURE VI-2-PULSED KLYSTRON RELIABILITY, $R(t)$

*See Table VI-35 for curve identification

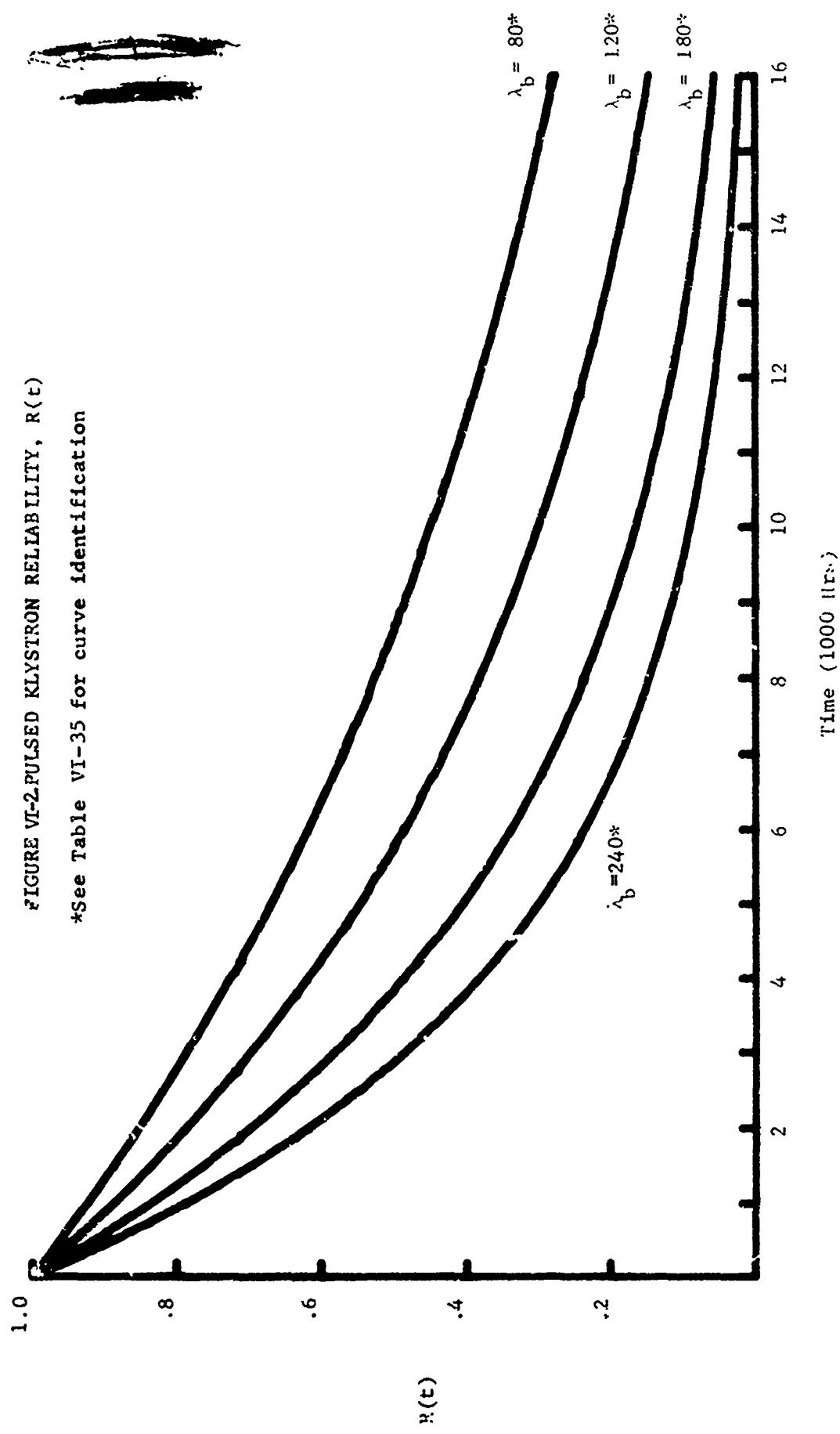


FIGURE VI-5 PULSED MAGNETRON (DUTY CYCLE < 0.001) RELIABILITY, $R(t)$

*See Table "I-36 for curve identification

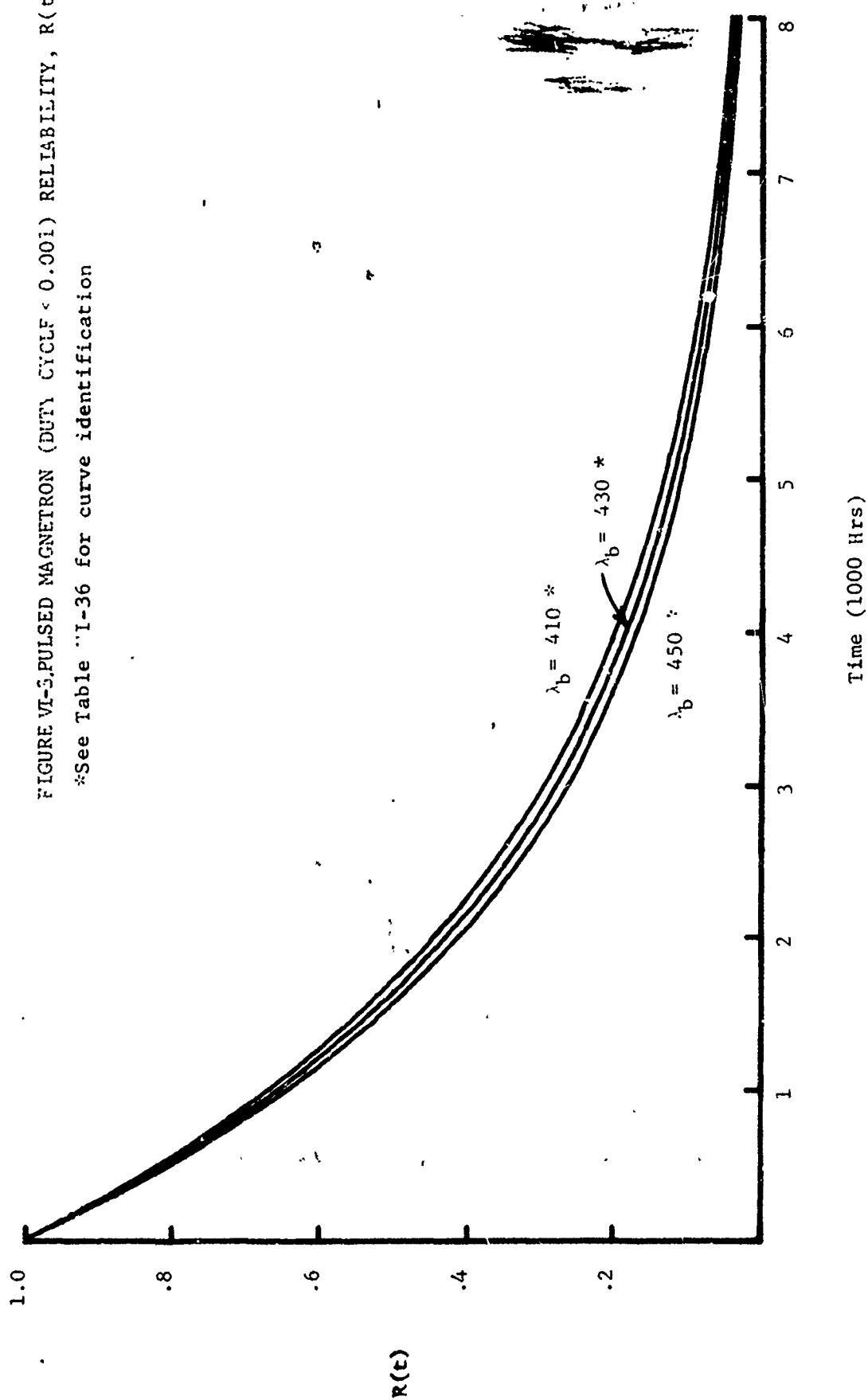


FIGURE VI-4-PULSED MAGNETRON (DUTY CYCLE > 0.001) RELIABILITY, R(t)

*See table VI-36 for curve identification

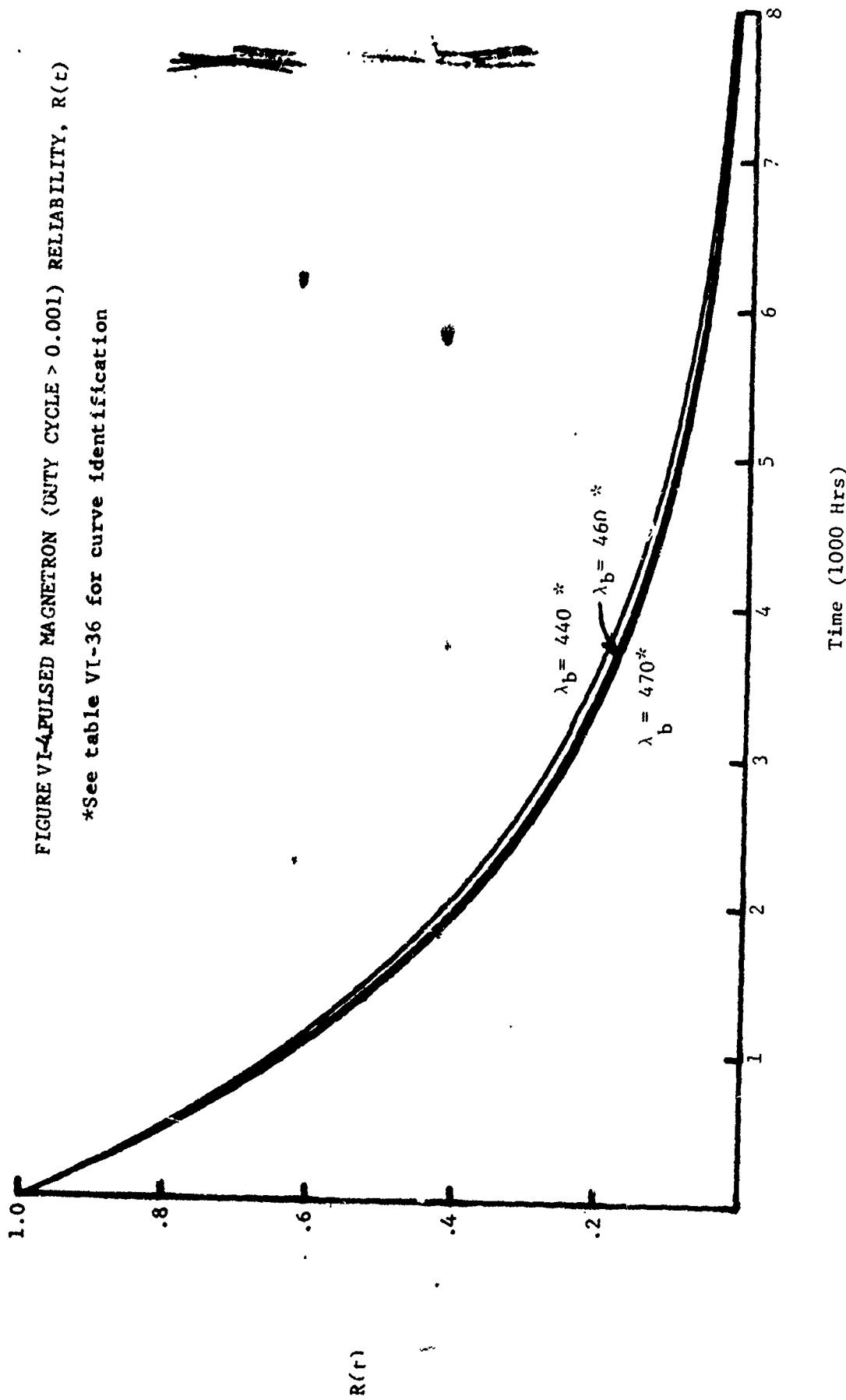


TABLE VI-37.CW TWT'S BASE FAILURE RATES

AVERAGE POWER X FREQUENCY (W) X (GHz)	FAILURES PER 10^6 HOURS (λ_b)
Below 100	60
100-500	300
500-1000	450
Above 1000	550

TITLE VI-38.PULSED TWT'S BASE FAILURE RATES

PEAK POWER X FREQUENCY (kW) X (GHz)	FAILURES PER 10^6 HOURS (λ_b)
Below 100	110
100-200	180
200-300	220
Above 300	260

FIGURE VI-5.CW TWT RELIABILITY, $R(t)$
*See Table VI-37 for curve identification

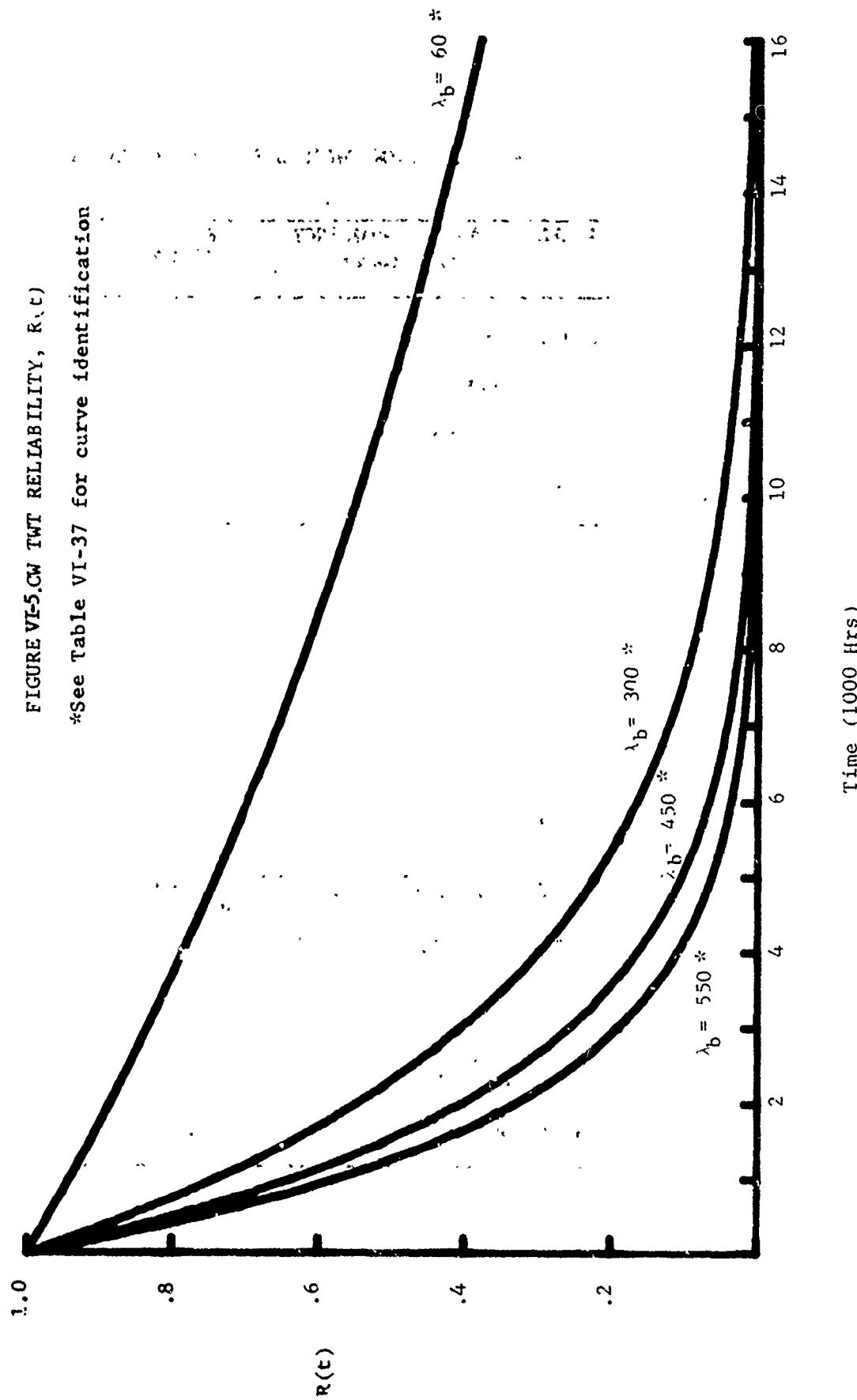


Figure VI-6. PULSED TWT RELIABILITY, $R(t)$
*See table I-38 for curve identification

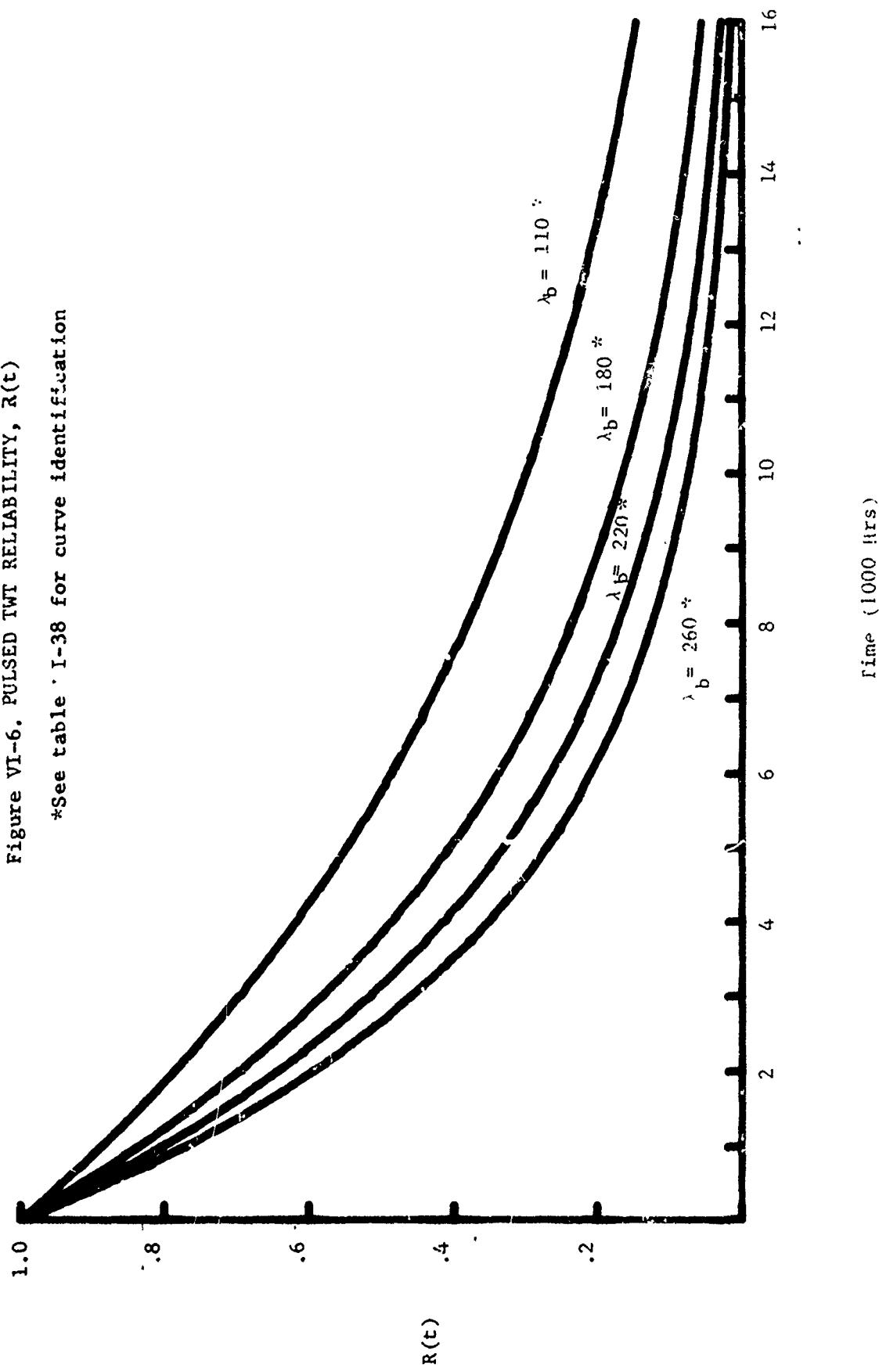


TABLE VI-39. PULSED GRIDDED TUBES BASE FAILURE RATES

DUTY CYCLE	FAILURES PER 10^6 HOURS (λ_b)
Below 0.0075	175
0.0075-0.0150	200
0.0150-0.0220	400

TITLE VI-40. PULSED TWYSTRONS BASE FAILURE RATES

PEAK POWER X FREQUENCY (MW) X (GHz)	FAILURES PER 10^6 HOURS (λ_b)
Below 10	150
10-20	175
20-30	275
Above 30	300

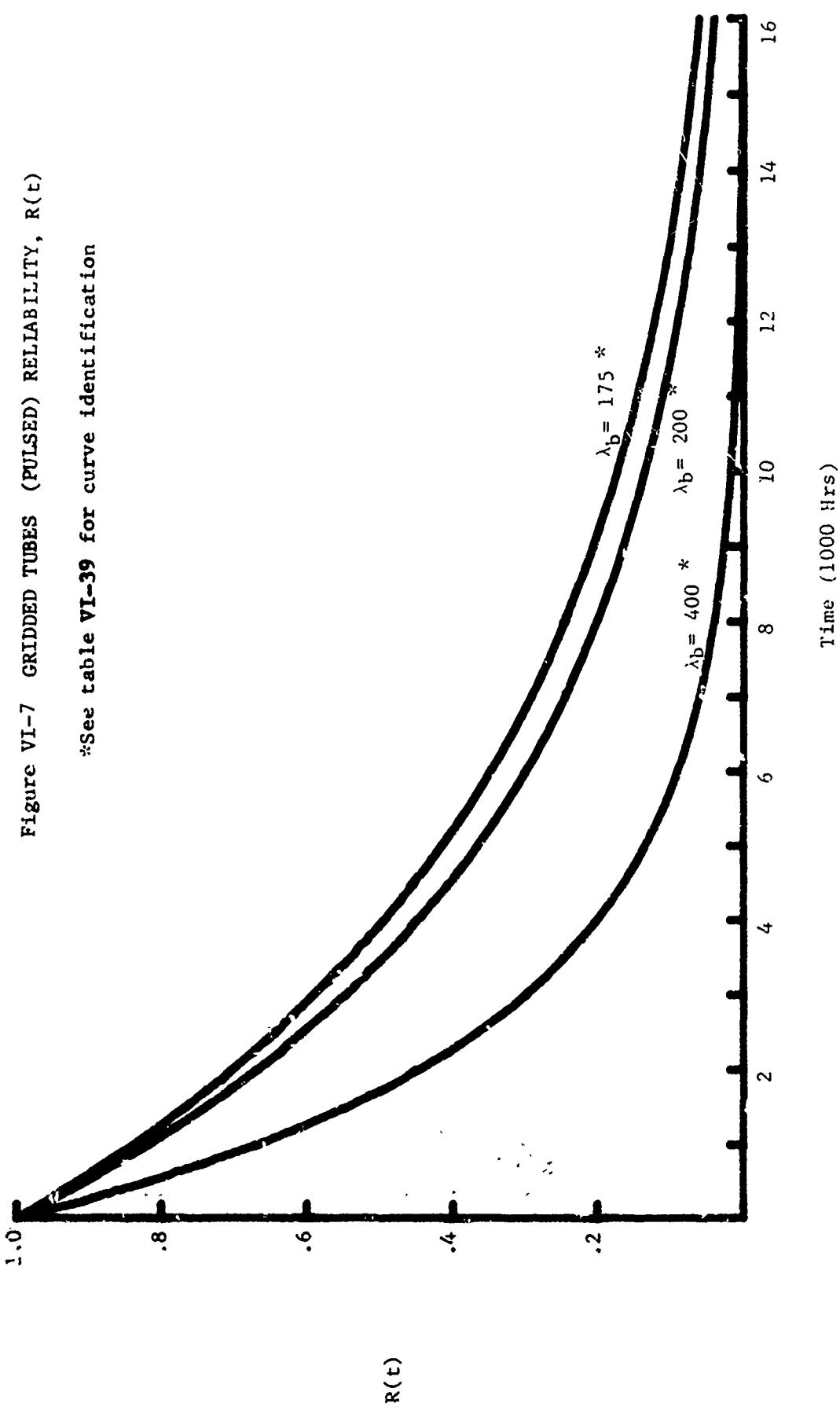
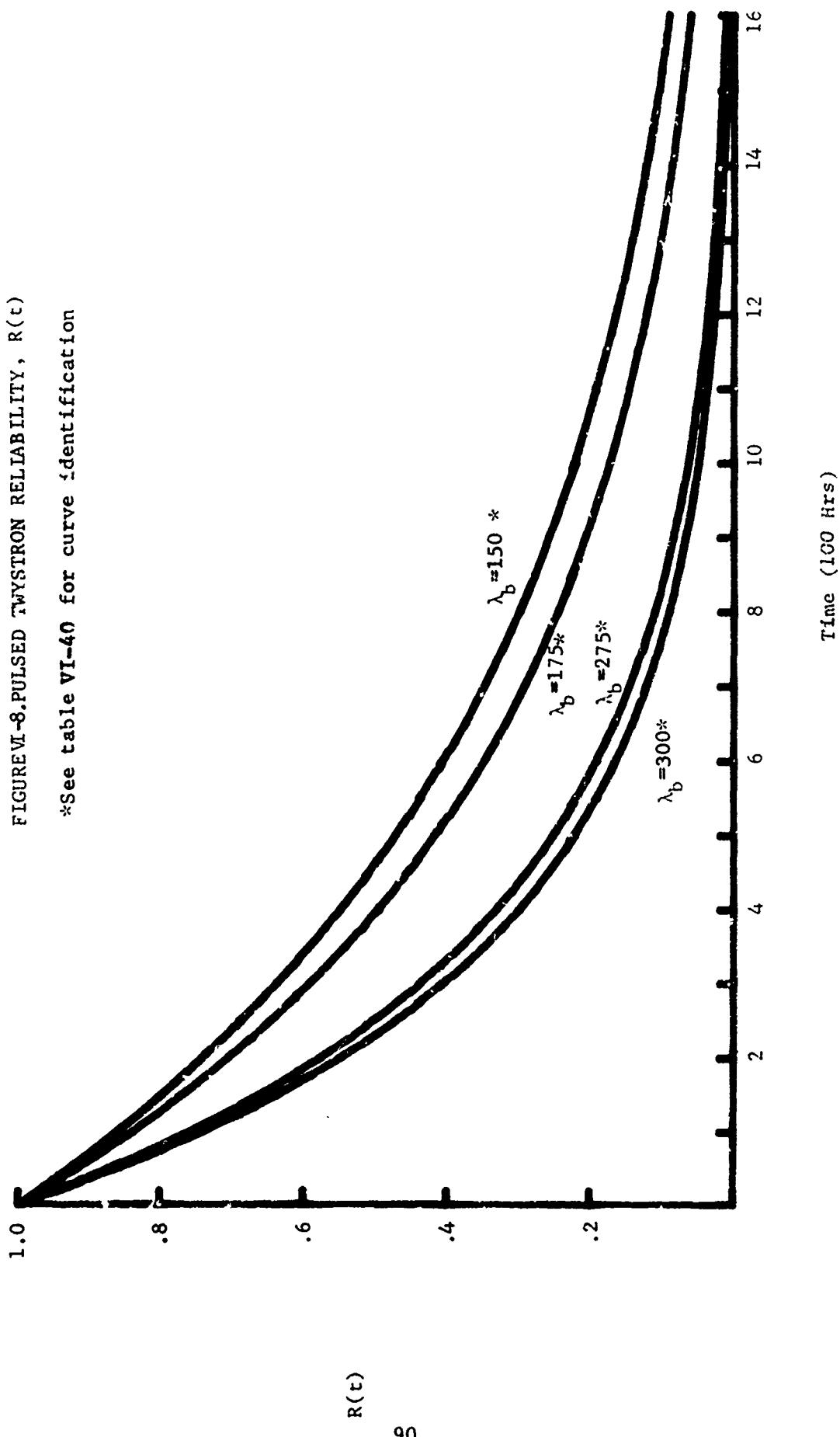


FIGURE VI-8 PULSED TWYSTRON RELIABILITY, $R(t)$
*See table VI-40 for curve identification



The removal criteria models are useful for the prediction of tube failure rate. The following steps are a suggested method for using the models:

Step 1. Determine the appropriate tube parameters indicated in Table VI-41 for each tube type.

Step 2. Compute the following tube parameters.

- a. For CW klystrons, multiply the average power in KW by frequency in GHz to obtain a parameter with units of KW-GHz.
- b. For pulsed klystrons, multiply peak power in MW by frequency in GHz to obtain a parameter with units of MW-GHz.
- c. For pulsed magnetrons, multiply peak power in MW by frequency in GHz to obtain a parameter with units of MW-GHz.
- d. For CW TWT's, multiply average power in W by frequency in GHz to obtain a parameter with units of W-GHz.
- e. For pulsed TWT's, multiply peak power in KW by frequency in GHz to obtain a parameter in KW-GHz.
- f. For pulsed Twystrons, multiply peak power in MW by frequency in GHz to obtain a parameter of MW-GHz.

Step 3. Enter the appropriate table (Table VI-42 through VI-49) to determine the importance factor, k_i , and the predicted base failure rate λ_i for each removal criterion.

Step 4. Multiply the base failure rate by the importance factor for each removal criterion and sum these products to obtain the overall base failure rate λ_b , where

$$\lambda_b = \sum_{i=1}^n k_i \lambda_i \quad (\text{VI-4})$$

Step 5. Determine the environmental and learning factors from Tables VI-31 and VI-32.

TABLE VI-41. TUBE PARAMETERS REQUIRED
REMoval CRITERIA MODEL

TUBE TYPE	PARAMETERS NEEDED
CW Klystrons	Average power, frequency
Pulsed Klystrons	Peak power, frequency
Magnetrons	Duty cycle, peak power, frequency
CW TWT's	Average power, frequency
Pulsed TWT's	Peak power, frequency
Gridded Tubes	Duty cycle
Twystrons	Peak power, frequency

TABLE VI-42.FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

REMOVAL CRITERION	CW KLYSTRONS							
	AVERAGE POWER X FREQUENCY (KW)X(GHz)							
	BELOW 7		7-10		10-35		ABOVE 35	
λ_i^{**}	k_i^{**}	λ_i	k_i	λ_i	k_i	λ_i	k_i	λ_i
FILAMENT	80	.28	70	.21	70	.05	50	.04
EMISSION	40	.30	50	.06	50	.16	50	.05
GASSY	100	.20	100	.16	120	.16	120	.40
MECHANICAL	150	.06	150	.06	150	.06	150	.06
FOCUSING	100	.04	100	.06	110	.08	120	.06
ARCING/SHORT	120	.12	200	.13	250	.13	350	.10
WAVEGUIDE SYSTEM	100	.04	130	.12	190	.08	210	.12
COOLING SYSTEM	80	.06	80	.20	100	.28	200	.17
π_F		.22		.42		.44		.92

* λ_i = Failures per 10^6 Hours

** k_i = Probability of Removal Criterion Occurrence

TABLE VI-43.FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

PULSED KLYSTRONS									
REMOVAL CRITERION	PEAK POWER X FREQUENCY (MW)X(GHz)								
	BELOW 10		10-25		25-35		ABOVE 35		
	λ_1	k_1	λ_1	k_1	λ_1	k_1	λ_1	k_1	
FILAMENT	70	.04	100	.03	350	.04	450	.04	
EMISSION	80	.10	100	.16	150	.16	200	.12	
GASSY	160	.36	180	.26	200	.28	240	.26	
MECHANICAL	90	.10	100	.07	170	.06	240	.05	
FOCUSING	120	.02	170	.04	220	.02	260	.02	
COOLANT LEAK	100	.03	150	.06	150	.03	160	.03	
ARCING/SHORT	90	.15	160	.14	220	.12	300	.10	
OIL SYSTEM	90	.03	120	.08	260	.14	320	.14	
WINDOW ARCING	90	.04	100	.04	200	.04	230	.16	
MAGNETIC SYSTEM	130	.04	140	.04	150	.04	160	.03	
WAVEGUIDE SYSTEM	120	.04	120	.02	130	.02	140	.02	
COOLING SYSTEM	60	.05	120	.06	230	.05	290	.03	
π_F		.69		.86		.88		.94	

TABLE VI-44. FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

MAGNETRONS					
DUTY CYCLE BELOW .001					
PEAK POWER X FREQUENCY (MW)X(GHz)					
		BELOW 5		5-10	
REMOVAL CRITERION		λ_1	k_1	λ_f	k_1
FILAMENT		600	.06	600	.37
EMISSION		500	.28	500	.10
GASSY		550	.30	760	.07
WINDOW		410	.01	430	.01
MECHANICAL		410	.01	430	.01
ARCING/SHORT		490	.29	420	.26
OIL SYSTEM		410	.01	674	.05
WINDOW ARCING		410	.01	430	.01
MAG. COIL SYSTEM		410	.01	430	.01
WAVEGUIDE SYSTEM		410	.01	600	.05
COOLING SYSTEM		410	.01	590	.06
π_F		.80		.80	

TABLE VI-45. FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

MAGNETRONS						
	DUTY CYCLE ABOVE .001					
	<u>PEAK POWER X FREQUENCY (MW)X(GHz)</u>					
	<u>BELOW 5</u>		<u>5-10</u>		<u>ABOVE 10</u>	
REMOVAL CRITERION	λ_i	k_i	λ_i	k_i	λ_i	k_i
FILAMENT	435	.04	435	.21	435	.37
EMISSION	300	.19	310	.12	320	.05
GASSY	650	.30	770	.26	890	.20
WINDOW	450	.02	460	.01	470	.01
MECHANICAL	600	.05	600	.03	600	.01
ARCING/SHORT	500	.22	500	.18	500	.13
OIL SYSTEM	700	.03	700	.05	700	.08
MAGNETIC SYSTEM	440	.01	460	.01	470	.01
WAVEGUIDE SYSTEM	600	.08	610	.07	620	.07
COOLING SYSTEM	700	.03	700	.02	700	.02
WINDOW ARCING	600	.03	600	.04	600	.05
Π_F	.33		.82		.76	

TABLE VI-46. FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

REMOVAL CRITERION	CW TWT'S			
	AVERAGE POWER X FREQUENCY (W)X(GHz)			
	BELOW 100		ABOVE 100	
	λ_1	k_i	λ_1	k_i
FILAMENT	140	.15	110	.25
EMISSION	80	.43	205	.25
GASSY	70	.31	900	.34
FOCUSING	70	.01	200	.01
COOLANT LEAK	70	.01	200	.01
ARCING/SHORT	70	.06	320	.11
WINDOW ARCING	70	.01	200	.01
MAGNETIC SYSTEM	70	.01	200	.01
WAVEGUIDE SYSTEM	70	.01	200	.01
Π_F		.71		

TABLE VI-47.FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

<u>REMOVAL CRITERION</u>	<u>PULSED TWT'S</u>			
	<u>PEAK POWER X FREQUENCY (KW)X(GHz)</u>			
	<u>BELow 100</u>		<u>Above 100</u>	
<u>λ_i</u>	<u>k_i</u>	<u>λ_i</u>	<u>k_i</u>	
FILAMENT	142	.06	310	.04
EMISSION	90	.70	310	.09
GASSY	160	.06	310	.21
WINDOW	200	.01	310	.12
FOCUSING	200	.01	310	.01
COOLANT LEAK	200	.01	310	.01
ARCING/SHORT	160	.10	310	.17
WINDOW ARCING	200	.01	310	.01
MAGNETIC SYSTEM	200	.01	310	.01
WAVEGUIDE SYST'M	120	.02	310	.21
COOLING SYSTEM	200	.01	310	.12
<u>II_F</u>	<u>.99</u>			

TABLE VI-48 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

PULSED TWYSTRONS									
REMOVAL CRITERION	<u>PEAK POWER X FREQUENCY (MW)X(GHz)</u>								
	BELOW 10		10-20		20-30		ABOVE 30		
	λ_i	k_i	λ_i	k_i	λ_i	k_i	λ_i	k_i	
FILAMENT	150	.07	175	.08	275	.01	300	.01	
EMISSION	150	.04	175	.14	250	.21	300	.16	
GAS	150	.38	175	.29	390	.30	300	.29	
WINDOW	150	.01	175	.01	275	.01	300	.18	
FOCUSING	150	.04	175	.01	370	.12	300	.01	
COOLANT LEAK	150	.04	175	.14	275	.02	300	.07	
OIL SYSTEM	150	.07	175	.14	275	.15	300	.01	
HEATER SEAL	150	.01	175	.01	275	.01	300	.01	
WINDOW ARCING	150	.11	175	.01	275	.02	300	.01	
ARCING/SHORT	150	.11	175	.01	275	.05	300	.13	
MAGNETIC SYSTEM	150	.04	175	.14	275	.02	300	.07	
WAVEGUIDE SYSTEM	150	.07	175	.01	275	.01	300	.01	
COOLING SYSTEM	150	.01	175	.01	200	.07	300	.04	
π_F		1.0		1.0		.89		1.0	

TABLE VI-49 FAILURE RATES AND IMPORTANCE FACTORS BY REMOVAL CRITERION

REMOVAL CRITERION	GRIDDED TUBES					
	DUTY CYCLE					
	BELOW 0.0075		0.0075-0.0150		0.0150-0.0220	
	λ_1	k_1	λ_1	k_1	λ_1	k_1
FILAMENT	160	.03	160	.04	160	.02
EMISSION	90	.15	120	.18	350	.50
GASSY	200	.14	350	.05	550	.03
ARCING/SHORT	200	.55	240	.65	540	.40
WAVEGUIDE SYSTEM	190	.06	240	.03	310	.02
COOLING SYSTEM	210	.07	250	.05	500	.03
π_F		.96		.90		.93

Step 6. Obtain the part failure rate as the product of the base failure rate, the environmental factor, and the learning factor.

$$\lambda'_p = \lambda_b \pi_E \pi_L \quad (\text{VI-5})$$

The prediction of the failure rate will be somewhat higher than the failure rate from the overall failure rate model as it is based on data from only those tubes which have failed. To obtain a failure rate which will take into account all tubes in service the part failure rate, λ'_p , computed above should be multiplied by the π_F factor found at the bottom of Table VI-42 through VI-49. Tables VI-46 and VI-47 do not have a π_F factor in the right hand column because the overall failure rate models and the removal criterion models for TWI's do not cover the same parameter ranges. A new expression for part failure rate is

$$\lambda_p = \lambda'_p \pi_F. \quad (\text{VI-6})$$

The products of removal criterion failure rates and importance factors obtained in Step 4 can be used to determine the importance of each removal criterion to tube reliability. These individual products can be ranked to determine the order of their importance. If a designer can justify the elimination or reduction of frequency of a removal criterion's occurrence he may revise the importance (k) factors. These may then be used with the failure rates from Tables VI-42 through VI-49 to obtain a revised part failure rate. The revised importance factors must sum to unity.

H. Example Application of Models

The FAA has recently specified a new air surveillance radar system [5] to be designed and built. The new system is the ASR-8. It will use a high power klystron as the final transmitter stage. The klystron will operate in

a frequency band centered around 2.8 GHz at one megawatt peak power. The failure rate of pulsed klystrons were modeled as a function of peak power times frequency. The peak power times frequency parameter for the ASR-8 klystron is 2.8 MW x GHz. The learning factor (π_L) from Table VI-32 is 1.0 due to the assumption that an existing klystron will be used in the ASR-8. The environmental factor (π_E) from Table VI-31 is 1.0 as the system is a fixed ground based installation. The predicted overall base failure rate (λ_b) is 80 failures per million hours (from Table VI-35) the part failure rate using (VI-1) is

$$\begin{aligned}\lambda_p &= \pi_E \pi_L \lambda_b \\ &= (1.0) (1.0) (80) \\ &= 80 \text{ failures}/10^6 \text{ hours}\end{aligned}$$

The removal criterion model is based on the same parameter (peak power times frequency) as the overall failure rate model used in the above paragraph. From Table VI-43, the failure rates (λ_i) and importance factors (k_i) in Table VI-50 are taken.

The fourth column in Table VI-50 is the product of the failure rate (λ_i) and the importance factor (k_i) for the listed removal criterion. The product, $\lambda_i \times k_i$, is the relative contribution for removal criterion, i, to the overall failure rate (λ_b). The sum of these relative contributions is 115.6 failures per million hours which is the overall failure rate (λ_b) of the tubes that have failed. The factor, π_F , from Table VI-43 is 0.69 for the ASR-8 klystron. Using (VI-5) and (VI-6), the tube failure rate is

$$\begin{aligned}\lambda_p &= \pi_F \pi_E \pi_L \lambda_b \\ &= (.69) (1.0) (1.0) (115.6) \\ &= 80 \text{ failures}/10^6 \text{ hours}\end{aligned}\tag{IV-7}$$

TABLE VI-50. REMOVAL CRITERIA MODEL FOR THE ASR-8 KLYSTRON

<u>Removal Criterion</u>	<u>Failure Rate λ_i</u>	<u>Importanc k_i</u>	<u>Contribution of Removal Criterion $\lambda_i \times k_i$</u>
Filament	70	.04	2.8
Emission	80	.1	8.0
Gassy	160	.36	57.6
Mechanical	90	.1	9.0
Focusing	120	.02	2.4
Coolant Leak	100	.03	3.0
Arcing/Short	90	.15	13.5
Oil System	90	.03	2.7
Window Arcing	90	.04	3.6
Magnetic System	130	.04	5.2
Waveguide System	120	.04	4.8
Cooling System	60	.05	3.0

One interesting item in Table VI-50 is the relative contribution of the gassy removal criterion. The failure rate for the gassy removal criterion is 160 and the importance factor is 0.36 resulting in a relative contribution of 57.6 which is practically half of the base failure rate of 115.6 failures per million hours. To reduce the expected failure rate of the ASR-8 klystron the failure rate and/or frequency of occurrence (importance) must be reduced for the gassy removal criterion.

I. Utility of Models

The agencies that purchase systems employing microwave tubes are interested not only in the initial cost of a system but also in the cost of operating the system for a period of several years. Included in the yearly operational cost for a group of systems is the cost of replacing the microwave tubes. Many of these tubes are highly priced items, ranging from \$10,000 to \$50,000 each, with mean lives of only a few thousand hours. For example, if 20 systems each use a tube costing \$31,000 with a mean life of 3500 hours, then the expected yearly tube replacement cost assuming 2000 operating hours per system per year will be \$354,000.

In order to reduce the expected annual tube replacement cost for a proposed system certain protective features could be included in the system's specifications. The nature of these protective features would depend upon the problems expected to occur in the operation of that specific system. The "k" factors in the removal criteria model indicate the predominate removal criteria for specific tube types with certain operating parameters. In many cases one of the predominate removal criteria will have a higher failure rate than most other criteria. A protective feature could be specified to reduce the frequency of occurrence and/or failure rate of such a removal criterion resulting in an overall failure rate decrease and, therefore, a system operating cost decrease.

VII. COST-RELIABILITY ANALYSIS

A. Objective

The objective of this portion of the research was to develop a decision making procedure to determine if research to improve tube reliability is worthwhile from a cost reduction point of view. Reliability improvement usually requires an investment in research, as well as an increase in the price of the tube. The price increase is due to higher quality materials and equipment and/or improved manufacturing procedures. The economic feasibility of the research depends on the reliability improvement and the increase in cost which would result from the research.

The high cost of microwave tubes makes reliability improvement seem attractive. To be cost-effective, however, the cost of the improvement must be offset by an overall decrease in operating or replacement cost. This improvement involves research to lower the tube failure rate. The lower failure rate should be such that the savings from buying fewer tubes pays for the possible increased cost of the improved tube, and recovers the research investment within a reasonable length of time.

Research may be undertaken in two ways. The first is research in the various general technology areas with which high failure rates are associated. This is fundamental research which should develop techniques and materials to improve reliability applicable to a wide range of tubes. The direction and amount of research in this area should be determined by considering the overall frequency of occurrence of the various removal criteria.

The second area of research involves reliability improvement for specific tubes. Rather than basic research on fundamental aspects of tube design, individual tubes should be studied in depth. This involves studying the manufacturing process to determine the cause of the removal criteria with the highest frequency of occurrence. Known methods should be employed to reduce failures

in problem areas indicated by the reliability study. Emphasis on quality control and materials standards should be increased.

The results from such a study should be a tube that lasts longer, but probably costs more. In each case analysis should be undertaken to determine whether the research would be cost effective, based on best estimates of the possible savings because of reliability, improvement, and its cost.

B. Methodology

1. Identification of Candidate Tubes

In identifying which tubes are the best candidates for reliability improvement, the tubes can be ranked by several different parameters. Each of these parameters has merits as a measure of cost-benefit of reliability improvement.

The principal parameters that should be considered are the following:

- 1) COST/SOCKET/KW/M HR
- 2) TOTAL COST/KW/M HR
- 3) COST/SOCKET/M HR
- 4) TOTAL COST/M HR
- 5) COST/SOCKET/KW/YEAR
- 6) TOTAL COST/KW/YEAR
- 7) COST/SOCKET/YEAR
- 8) TOTAL COST/YEAR

where: "KW" indicates a kilowatt of average power, "M HR" indicates 10^6 hours of operation, "Total" indicates the number of installations (sockets). Cost and failure rate are common to all of the parameters.

Information on the above parameters was obtained on each of the tubes included in the study, and an analysis was done to establish rankings. Tables VII-1 through VII-8 contain the ranking of tubes by each of these parameters.

Tables VII-5 through VII-8 have failure rate in units of failures per hundred years due to a computer program requirement.

Table VII-1

MIGRATIVE TUBE COST RELIABILITY RANKING, BASED ON COST PER SOCKET PLR MILLION HOURS PYR KW OF AVERAGE POWER						
TUBE NUMBER	TYPE	AVERAGE POWER (WATTS)	UNIT COST** (DOLLARS)	FAILURES PYR MILLION HRS*	FIELD INSTALLATIONS	COST I-R SOCKET PER KW OF AVERAGE POWER (KS)/(H HRS)/(KW)
4K1CC	KLY	1200	570.3	60.1	9	3236
V453L	KLY	2000	294.6	41.9	197	1231
4K1SK	KLY	2000	326.6	75	16	620
V4560	KLY	2000	352.6	71	11	346
4KH2U-JCLF	KLY	4600	150.6	78	10	254
JK500ULLA	KLY	10000	311.6	776	15	241
2511A	KLY	4500	150.7	207	11	216
4KHSULG	KLY	4250	1355.5	222	4	173
ATHD0	KLY	7500	3266.1	209	2	169
2H1618A	KLY	30000	1596.1	294	22	156
4KHSJSJ	KLY	12000	1836.4	94	7	139
4KPSJSK	KLY	4000	2462.2	68	33	84
3KRGULLA	KLY	23000	400.0	42	37	73
V453SF	KLY	40000	993.8	74	5	66
L303S	KLY	6660	516.6	84	98	65
4KHSUULR	KLY	2000	341.9	56	109	61
L335U	KLY	15000	770.9	95	27	48
JK5000LLF	KLY	16000	342.5	130	2	47
3KHSJCLJPA	KLY	20000	743.4	122	18	45
3KHSUUDPA1	KLY	23000	636.6	164	12	39
3K1630L0	KLY	23000	265.3	28	65	37
JK1B0ULLA	KLY	00000	3714.0	314	5	35
3K16WJUD0	KLY	76000	1105.7	193	21	36
L3407	KLY	75000	1512.2	164	74	29
4KHSJCLLC	KLY	16500	313.0	98	21	29
3KHS0000P012	KLY	22000	356.5	161	33	26
4K500ULL0	KLY	23000	515.5	4.8	66	24
4KHSUULC	KLY	12500	632.2	45	6	21
4KHSUULG	KLY	11500	295.0	83	126	21
4KH17JU00LA	KLY	7500	480.0	26	4	16
VAB02	KLY	7500	2090.6	50	16	13
7256	HAG	4	55.6	60.3	277	8411
4C16.5	HAG	1300	34.5	67.6	22	1775
9798	HAG	457	117.5	57.5	24.5	1501
5586	HAG	400	37.6	93.5	4.6	940
QK327A	HAG	2500	300.0	45.6	23	547
OK336A	HAG	5500	120.0	47.4	57	132
2044	TET	3000	955.4	18.8	22	598
6952	TET	4000	320.7	46.0	11	388
7425	TFI	60000	391.6	183	9	116
VTF5211A	TFI	100	239.8	216	51	51796
ZH1667	TNT	10	215.3	101	46	20530
MA2014	TNT	250	619.2	250	6	6192
VAT390	TNT	70	356.3	93	7	4733
VAT35E	TNT	5000	226.9	806	15	4820
VA45N	TNT	10000	246.2	583	4	1439
VAT34	TNT	10000	226.0	310	12	601

**UNITS COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COSTS

*FAILURE RATE IS THE ARITHMETIC MEAN OF THE RADIANT HOURS ON ALL FAILED TUBES

MICROWAVE TUBE COST-RELIABILITY-RANKING BASED IN TOTAL COST PER MILLION HOURS PER KW OF AVERAGE POWER

TUBE NUMBER	TYPE	AVERAGE POWER (WATTS)	UNIT COST* (DOLLARS)	FAILURES PER MILLION HRS*	FIELD INSTALLATIONS	TOTAL COST PER MILLION HRS PER KW OF AVAILABLE POWER (KS) / (M HRS) / (KW)	
						197	197
VAB60E	KLY	1200	\$703	619	296	242676	29120
4K2CC	KLY	1200	926	75	5	11161	11161
4K2SK	KLY	1200	3619	36	159	6708	6708
4KH00ULLC	KLY	6607	5166	84	90	5917	5917
L3L35	KLY	6607	2804	953	73	3814	3814
VAB609	KLY	3000	1591	296	21	3286	3286
2M318A	KLY	12640	1432	66	33	2773	2773
4KH0SK	KLY	12363	4003	42	2702	2682	2682
JKH0G1LA	KLY	12564	2956	87	126	2543	2543
LKH5000ULF	KLY	15000	15000	76	16	2543	2543
4KH0JLQCLF	KLY	6600	2653	26	65	2616	2616
3K2000LQ	KLY	10000	3166	776	16	2410	2410
3K5000CLLA	KLY	15000	15957	207	11	2407	2407
2S114A	KLY	75000	15112	164	74	2147	2147
L3463	KLY	10003	5155	48	66	1633	1633
4K5000ULLQ	KLY	15000	7739	95	27	1316	1316
L3250	KLY	23000	3565	161	33	925	925
3KH0G1UPA2	KLY	25000	7434	121	16	816	816
3KH0G1JOPA	KLY	13500	13955	222	4	696	696
4KH00LH	KLY	76000	21657	197	21	632	632
3K2300J00LO	KLY	42000	16164	194	4	557	557
4KH0CSJ	KLY	23000	6363	164	42	478	478
3KH000G0PA1	KLY	75000	32661	389	2	336	336
X7780	KLY	35000	6978	74	5	330	330
VAB62E	KLY	15500	3130	98	11	221	221
4KH000L0LQ	KLY	75000	29004	50	18	250	250
VAB62	KLY	10000	37140	95	5	176	176
3KH000LA	KLY	13500	6322	45	6	126	126
4KH0JLC	KLY	10000	3425	138	2	96	96
3K5000CLF	KLY	75000	4804	26	4	2134082	2134082
4KH000J00LA	KLY	4000	550	603	277	360331	360331
7256	HAG	450	1175	575	240	43252	43252
8798	HAG	450	376	995	46	39666	39666
5586	HAG	400	3405	678	22	12585	12585
4KH000J	HAG	330	3055	3600	456	7565	7565
OK127A	HAG	2500	4503	1260	674	13171	13171
4W339A	HAG	4500	3060	9554	168	4183	4183
2U11	TFT	4000	3304	3307	460	261636	261636
6952	TET	6000	3166	3166	1047	621200	621200
7925	TET	6000	3166	3166	51	37152	37152
YTF211A	TMT	10	2396	216	40	60307	60307
ZM3167	TMT	10	2053	100	250	8865	8865
NA0014	TMT	250	6192	93	7	5750	5750
VA1360	TMT	70	3563	168	22699	22699	
VA1562	TMT	5000	33135	886	15	60307	60307
VA913A	TMT	10000	22600	310	13	8865	8865
VA145M	TMT	10000	2492	563	4	5750	5750

*UNIT COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COST.

*FAILING RATE IS THE ARITHMETIC MEAN OF THE RADIANT HOURS ON ALL FAILED TUBES.

Table VII-3

MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER MILLION HOURS

TUBE NUMBER	TYPE	AVERAGE POWER (WATTS)	UNIT COST** (DOLLARS)	FAILURES PER MILLION HRS*	FIELD INSTALLATIONS	COST PER SOCKET PER MILLION HRS (X\$)/(M HRS)
X7860	KLY	75000	32661	389	2	12705
ZM304A	KLY	30000	15951	294	21	4692
4K1CC	KLY	120	5723	661	9	3483
3KH50LA	KLY	14000	2744	95	5	3526
ZSL1A	KLY	15000	5657	267	11	3282
JKS000LA	KLY	10000	316	776	11	2410
4KH51L9	KLY	13500	19555	222	4	2343
ZK210C0L0	KLY	76000	14677	193	21	2288
L3565	KLY	75000	15112	164	74	2176
4KH51SJ	KLY	12000	19384	91	4	1571
JKH1700CL	KLY	75000	43668	26	4	1248
VA880E	KLY	4000	2948	419	197	1231
4KH51J1L0LF	KLY	4600	15130	74	16	1178
VA882	KLY	75000	28934	50	18	1045
4KH51SK	KLY	12000	14682	68	33	1088
3KH50UUPA;	KLY	23000	5388	144	12	916
3KH50UUPA;	KLY	26000	7474	322	18	986
L3250	KLY	15000	7779	95	27	732
VA8560	KLY	2000	9500	73	11	693
VA880E	KLY	4000	8918	74	5	661
3KH50J1JP42	KLY	23000	3565	181	32	645
4K2SK	KLY	18000	8264	75	16	628
3KH50UULF	KLY	16000	3625	138	2	672
L3L35	KLY	6600	5166	84	90	433
4KH50J0L0	KLY	10500	3338	38	11	386
4KH51LC	KLY	17500	6322	45	6	286
4K500J1LQ	KLY	10000	5155	48	66	247
*KH51UUG0LP	KLY	11500	2950	83	126	246
JKH50G0LLA	KLY	2300	4000	42	37	166
4KH50UULF	KLY	2000	3619	76	123	123
3K303J1LQ	KLY	1300	2633	28	65	74
40C615	HAG	1405	1405	674	22	2388
QK2274	HAG	2500	1000	456	23	1368
0798	NAG	450	1275	575	260	675
QK330A	HAG	4503	4260	474	57	597
5586	HAG	400	376	995	46	370
7256	HAG	40	558	603	277	336
2041	TET	3000	3554	148	22	1796
6952	TET	4000	3307	460	11	1521
7935	TGT	6000	3916	163	9	6984
HAZU1A	TWT	250	6192	258	6	1548
VTK511A	TWT	10	2394	216	51	517
VA1203	TWT	71	3563	93	7	331
ZM2167	TWT	40	2033	180	40	205
VA145E	TWT	5060	22699	836	15	20102
VA145H	TWT	40000	24692	563	4	14395
VA913A	TWT	10000	22600	313	12	6820

*UNIT COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COSTS

**FAILURE RATE IS THE ARITHMETIC MEAN OF THE RADIAN HOURS ON ALL FAILED TUBES

Table VII-4

MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON TOTAL COST PER MILLION HOURS

TUBE NUMBER	TYPE	AVERAGE POWER (WATTS)	'INIT COST** (DOLLARS)	FAILURES PER MILLION HRS*	FIELD INSTALLATIONS	TOTAL COST PER MILLION HRS (KS)/(M HRS)
VA889E	KLY	1.009	2940	41.2	197	242676
L3403	KLY	75.60	15112	144	74	161033
2N5336A	KLY	30.66	25961	294	21	98543
3K20000JLQ	KLY	76.00	11057	193	21	400556
L3335	KLY	66.00	5166	86	96	39856
25010A	KLY	15.00	15957	227	11	36186
4K1CC	KLY	1.200	5763	681	9	34953
4K150SK	KLY	12.00	16832	68	33	33283
4K150GGLR	KLY	11.50	2958	83	126	38851
X780	KLY	75.00	32661	389	2	25410
3K50JJvLA	KLY	163.3	3106	776	10	24182
3K150060Pz2	KLY	23.00	3565	181	33	21293
L3250	KLY	15.00	7709	95	27	19773
VA812	KLY	75.00	25904	50	18	14813
3K43JGLA	KLY	1.0940	37140	95	5	17641
4K5000GGLQ	KLY	16.00	5155	48	56	16331
3K050JGUPA	KLY	20.00	7434	102	18	15325
4K13005LR	KLY	2.000	3419	36	189	13416
4K1P10-J01F	KLY	4.000	15000	70	10	11788
4K1SK	KLY	1.000	6268	75	18	11161
3K150JCP011	KLY	23.00	6368	147	12	11083
4K150LB	KLY	1.500	10555	222	4	9372
VA8566	KLY	2.000	9508	73	11	7628
4K150SJ	KLY	1.260	16364	91	4	6684
3K030GGLA	KLY	2.300	4500	42	37	6216
4K1170000LA	KLY	75.00	4800	26	4	4972
3K0000CLF	KLY	2.000	2653	26	65	4828
6K100JLQ	KLY	1.650	3130	98	11	3374
VAD01	KLY	14.00	6938	74	5	3387
4K150LC	KLY	13.50	6322	45	6	1706
3K0000CLF	KLY	16.00	3625	136	2	945
8790	HAG	4.5	1275	575	240	162158
7256	HAG	4.0	558	603	277	93205
"4K6.5	HAG	1.300	3495	678	22	50788
QK359A	HAG	4.500	1260	474	57	34842
QK327A	HAG	2.500	3000	456	23	31464
5586	HAG	4.00	3778	995	46	17301
2041	TE7	3.00	9554	188	22	39515
6952	TE7	4.00	3307	460	11	16733
7035	TP1	60.00	30168	183	9	62862
VT15210A	TWT	1.0	2398	215	51	26416
MA.001A	TWT	250	6192	250	6	9288
ZK1167	TWT	1.0	2053	186	40	9212
VA1380	FET	70	3563	93	7	2319
VA145C	TWT	50.00	22689	866	15	381536
VA131A	TWT	100.0	22500	310	13	88660
VA145H	TWT	100.0	24692	587	4	57581

*INIT COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COSTS
 **FAILURE RATE IS THE ARITHMETIC MEAN OF THE RADIANT HOURS ON ALL FAILED TUBES

Table VII-5

MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER HUNDRED YEARS PER MW OF AVERAGE POWER

TUBE NUMBERS	TYPE	AVERAGE POWER (WATTS)	UNIT COST** (DO LARS)	FAILURES PER HUNDRED YRS*	FIELD INSTALLATIONS	COST PER SOCKET PER HUNDRED YRS	COST KW OF AVERAGE POWER (KS)/(C VRC)/(KW)
4K1SK	KLV	1060	8268	39	18	322	
4K3CC	KLV	1260	5773	67	9	318	
VA656B	KLV	2600	9500	61	11	289	
VA888E	KLV	1663	2948	77	197	226	
2501LA	KLV	15800	15857	189	31	199	
L3035	KLV	6600	9166	248	90	187	
4K4P1JU0CLF	KLV	6600	15002	45	10	146	
ZH30364	KLV	30600	15961	191	21	101	
4K4S0L8	KLV	13500	10555	129	6	108	
4K150SJ	KLV	12000	10364	148	1	73	
X7800	KLV	75003	32651	135	2	58	
2K300GGLA	KLV	23400	4006	33	37	57	
4K155SK	KLV	12600	14332	45	33	55	
4K4H0QULR	KLV	26000	3619	27	109	46	
3K300ULA	KLV	100000	3746	79	5	29	
VA880E	KLV	16600	8938	29	5	25	
3K4H0U00JPA	KLV	20000	7434	69	10	25	
L3250	KLV	23000	6368	85	12	23	
L3403	KLV	15000	7709	42	27	21	
3K4H0U00PAZ	KLV	25000	15112	109	74	21	
3K300JULQ	KLV	23400	3565	124	35	19	
3K310GCC0Q	KLV	26000	2653	15	65	19	
3K500JULLA	KLV	76800	11057	128	21	18	
4K4H0JUL0LQ	KLV	16000	3106	68	10	18	
4K1517GU00LA	KLV	16500	3138	59	11	17	
4K4S3JLC	KLV	75000	40008	22	4	14	
4K500GGCLQ	KLV	13500	6322	39	6	14	
4K4H0U00LP	KLV	16000	5155	20	66	14	
3K500JULF	KLV	11560	2950	49	126	12	
VA882	KLV	10000	3625	35	2	11	
7256	HAG	45	558	267	277	3724	
8798	HAG	4500	1175	261	240	681	
0K527A	HAG	2500	3000	413	27	495	
5586	HAG	4444	378	414	46	391	
40615	HAG	1308	3405	103	22	269	
0K336A	HAG	4560	1268	211	57	59	
2044	TE1	3000	9554	114	22	363	
6952	TE1	4000	3307	190	11	157	
7815	TE1	60000	38468	67	9	42	
YK521LA	TE1	10	2398	480	51	115104	
ZM167	TE1	10	2053	22	40	4516	
VA1360	TE1	70	3563	124	7	4821	
MAC01A	TE1	250	6192	3071	6	3071	
VA913A	TE1	16000	22006	145	13	316	
VA145E	TE1	5015	22669	62	25	281	
VA149M	TE1	10600	24992	38	4	93	

*UNIT COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COSTS
 **FAILURE RATE IS BASED ON THE AVERAGE TIME (YEARS) FOR ALL FAILED TUBES

MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON TOTAL COST PER HUNDRED YEARS PER KW OF AVERAGE POWER

TUBE NUMBER	TYPE	AVERAGE POWER (WATTS)	INITIAL COST** (DOLLARS, HUNDRED YRS.)	FAILURES PER HUNDRED YRS.*	FIFID INSTALLATIONS	TOTAL COST PER HUNDRED YRS (KS)/(C YRS)/ (KW)
V4666-	KLY	1200	2960	77	1.97	64596
L3635	KLY	6660	5166	240	95	16906
4K3SK	KLY	1000	9268	39	18	5804
4KH3GwOLR	KLY	2000	3419	27	169	5931
V4656B	KLY	2363	9500	61	12	3167
4K3CC	KLY	1200	573	67	9	2865
Z561JA	KLY	1500	15857	109	11	2197
Z4H3J8A	KLY	3000	15961	191	21	2133
3KH3J0ULLA	KLY	2363	4008	33	37	2123
4KH50SK	KLY	1200	14832	65	32	2035
L3403	KLY	7500	1514	169	74	1625
4KH50006QLE	KLY	11500	2950	49	126	1583
4KH3P1300LF	KLY	4600	15000	45	16	4467
3K3J00LQ	KLY	2000	2653	15	65	1293
4K5600601Q	KLY	16000	5155	28	66	952
3KH50000P0A2	KLY	23000	3565	124	32	634
L3250	KLY	15000	7709	42	27	582
3KH50000CPA	KLY	20000	7434	69	18	461
4KH50000L8	KLY	13500	10555	129	4	403
3K210000LQ	KLY	76000	11057	120	21	393
4KH50SJ	KLY	14000	16364	48	4	293
3KH50000PA1	KLY	23000	6264	96	12	285
4KH50000C010	KLY	16500	3130	59	11	193
3K560006LA	KLY	16000	3106	60	16	186
3KH30JLA	KLY	10000	37140	79	5	146
V460QE	KLY	16000	8930	29	5	129
X2760D	KLY	75000	32661	135	2	117
4KH50LC	KLY	12500	6322	30	6	84
4KH3170000LA	KLY	75000	40000	22	4	56
V4A42	KLY	75000	20994	16	18	58
3K50000LF	KLY	16000	3425	35	2	103726
7256	HAG	67	558	267	277	165559
8798	HAG	450	1175	261	240	17996
3586	HAG	400	378	414	46	11398
OK327A	HAG	2500	3000	413	23	5935
+06615	HAG	1300	3405	103	22	3367
OK336A	HAG	4500	3260	211	57	7987
2041	TET	2000	9554	114	22	1727
6952	TET	4000	3207	190	11	4220
7035	TET	6000	16168	67	9	4146
VTF521CA	TWT	10	2390	480	51	5870304
ZH3167	TWT	10	2733	22	40	16663
V41280	TWT	70	3563	79	7	28147
MA2001A	TWT	250	6192	124	6	16427
V4145-	TWT	5003	22689	62	15	4220
V4913A	TWT	10005	22303	145	13	375
V4145H	TWT	10003	24692			

*FAILURE RATE IS BASED ON THE AVERAGE TIME (YEARS) FOR 1% FAILED TUBES

**INITIAL COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COSTS

Table VII-7

MICROWAVE TUBE COST-RELIABILITY RANKING BASED ON COST PER SOCKET PER HUNDRED YEARS

TUBE NUMBERS	TYPE	AVERAGE POWER (WATTS)	UNIT COST** (DOLLARS)	FAILURES PER HUNDRED YRS*	FIELD INSTALLATIONS	COST PER SOCKET PER HUNDRED YRS (KS)/(C YRS)	
						2	38.8
X7000	KLY	75000	32661	135		4419	
ZM330A	KLY	30000	15961	191	21	38.8	
Z512A	KLY	15000	15857	189	11	29.95	
3K330JLA	KLY	100000	37140	79	5	29.54	
L340J	KLY	75000	15112	169	74	16.7	
3K220UJL0	KLY	76000	11057	120	21	14.22	
4K450LB	KLY	125w0	12553	129	4	13.61	
L3135	KLY	6600	5166	246	91	12.39	
6K4170000LA	KLY	75000	40000	22	4	10.96	
*K450SJ	KLY	12000	19364	44	4	9.81	
4K450LC00LF	KLY	4600	15000	45	16	6.75	
4K450SK	KLY	12000	14832	45	33	6.67	
VAB56B	KLY	2000	9500	61	11	5.79	
3K41200P014	KLY	23000	6368	66	12	5.67	
3K450JCP0A	KLY	26000	7434	69	16	5.22	
3K450GCP0A2	KLY	23000	3565	124	33	4.42	
4K33CC	KLY	1200	5703	67	9	3.82	
L3250	KLY	15000	7709	42	27	3.23	
4K33SK	KLY	10000	8268	39	12	3.22	
VAB80E	KLY	10000	1938	29	5	2.59	
VAB80E	KLY	10000	2948	77	197	2.26	
VAB82	KLY	75000	20904	10	18	2.09	
4K450LC	KLY	13500	6322	38	6	1.89	
3K500U00LA	KLY	10000	3106	60	10	1.06	
4K450C00JL0	KLY	10500	3138	59	11	1.04	
4K450Q00QLP	KLY	11500	2950	49	126	1.04	
4K500U00LQ	KLY	10000	5155	66	66	1.04	
3K450U00LA	KLY	2300	4000	32	37	1.32	
3K500U00LF	KLY	10000	3425	35	2	1.19	
*K450UG0GLP	KLY	2000	3619	27	169	0.2	
3K360U00LQ	KLY	2000	2653	15	65	3.3	
OK327A	MAG	2500	3600	413	23	12.39	
*0C615	MAG	1300	3405	103	22	3.50	
8798	MAG	450	1175	261	246	3.86	
OK329A	MAG	500	1260	211	57	2.65	
5586	MAG	400	378	414	46	1.56	
7256	MAG	40	550	267	277	1.48	
234:	TET	3000	9554	114	22	1.09	
6952	TET	4000	3337	190	11	6.28	
7035	TET	6000	30166	67	9	25.57	
VTR221A	TWT	10	2398	480	51	11.51	
MA2001A	TWT	250	6192	124	6	7.67	
VAB130	TWT	73	3563	79	7	2.91	
ZM3167	TWT	10	2053	22	40	4.5	
VAB13A	TWT	10000	22000	145	13	31.98	
VAB145	TWT	5000	22689	52	15	14.06	
VAB45H	TWT	10000	24692	36	36	9.36	

*UNIT COST IS THE WEIGHTED AVERAGE OF NEW AND REPAIR COSTS

**FAILURE RATE IS BASED ON THE AVERAGE TIME (YEARS) FOR ALL FAILED TUBES

Table VII-8

TCB1. NUMBER	TYPE	W.HOLD POWER (WATTS)	UNIT COST * (DOLLARS)	FAILURES PER HUNDRED YRS*	INSTALLED FT. ²	PER HUNDRED FT. ² AND YRS.	FAILURES PER HUNDRED FT. ²
L3451	KLY	75000	15112	109	74	121801	121801
2M0135	KLY	6663	5166	246	95	411565	411565
2M0194	KLY	30000	15961	191	22	64619	64619
VAD92	KLY	1000	2940	77	137	44596	44596
25011A	KLY	15000	12557	189	11	32966	32966
JK24JC-0L0	KLY	76000	11857	120	22	23679	23679
4RM5USK	KLY	12000	14922	45	37	22255	22255
4RM5UJ0LF	KLY	22500	2950	49	426	38213	38213
3RM300LA	KLY	6000	37140	79	5	14670	14670
3RM50UCAZ	KLY	23000	3565	124	32	44587	44587
4RM300LL	KLY	2000	3419	27	109	2862	2862
4RM5UJ-LQ	KLY	10000	5155	20	66	9526	9526
4RM5UJ-CDA	KLY	20000	7434	69	16	9223	9223
X7003	KLY	75000	32661	135	2	8619	8619
L3250	KLY	15000	7759	42	27	4712	4712
4RMPI0LCLF	KLY	4661	1500	45	10	6580	6580
3RM5UJ0PA1	KLY	23000	6368	86	12	6571	6571
VAS68	KLY	2000	9500	61	11	6374	6374
4R5SK	KLY	1000	9268	35	18	5804	5804
4RM5C10	KLY	13513	10555	121	4	5646	5646
4RM300LA	KLY	2300	4600	33	37	4836	4836
4RM17C-UCLA	KLY	75000	4800	22	4	4224	4224
VAB642	KLY	7500	20904	20	18	3762	3762
4RM5-SJ	KLY	12000	18364	48	4	3525	3525
4R1CC	KLY	1200	5763	67	9	3438	3438
3RM5UJ0LQ	KLY	2000	2653	15	65	2566	2566
4RM5U010	KLY	10500	3130	59	21	2631	2631
3R5GJ01LA	KLY	10000	3136	60	10	2863	2863
VAB600E	KLY	16000	6938	29	5	1296	1296
4RM5JLC	KLY	12512	6322	30	6	1137	1137
3RM5UJ0LF	KLY	10000	3425	35	2	239	239
8198	HAG	450	1175	261	240	73601	73601
7226	HAG	44	558	267	277	41269	41269
2K227A	HAG	2563	5000	413	23	28497	28497
OK339A	HAG	4500	1266	211	57	15154	15154
100115	HAG	2316	1405	103	22	7715	7715
5546	HAG	400	378	414	46	7298	7298
2041	TET	3040	9554	114	22	23961	23961
5952	TET	400	3307	190	11	6911	6911
7635	TET	6000	36168	67	9	23015	23015
VTF521uA	TWT	210	2398	480	51	58703	58703
MA2601A	TWT	250	6192	124	6	4666	4666
VAB360	TWT	73	3563	79	7	1970	1970
ZM3197	TWT	16	2653	22	46	1806	1806
VAB313A	TWT	400	2205	145	13	41473	41473
VAB35M	TWT	5000	22669	62	15	21100	21100
			24692	18		3753	3753

*WEIGHTED AVERAGE OF NEW AND REPAIR COSTS
**FAILURE RATE IS BASED ON THE AVERAGE TIME (YEARS) FOR NEW FAILED TUBES

The tubes were ranked in decreasing order by each of the parameters.

The cost used in the rankings is the weighted average of the new cost and repair cost. It was calculated by the following formula:

$$C = \frac{C_n + \bar{R}C_r}{1 + \bar{R}}$$

C = Cost per operating cycle per tube

Where C_n = new cost

C_r = repair cost

\bar{R} = Average number of times the tube is repaired

$1+\bar{R}$ = Average number of operating cycles per tube

\bar{R} was calculated by a computer program. The formula used was:

$$\bar{R} = \frac{1 \cdot R_1 + 2 \cdot R_2 + 3 \cdot R_3 + \dots + 10 \cdot R_{10}}{R_0 + R_1 + R_2 + R_3 + \dots + R_{10}}$$

where R_0 = number of tubes not repaired (first service cycle)

R_1 = number of tubes repaired once

R_2 = number of tubes repaired twice

etc.

The failure rate expressed (failures/million hours) is the reciprocal of the mean life multiplied by one million. The mean life calculation included all failures in the data for each tube. Censored data were not included, and infant mortality and wearout failures were included. This gives a rough estimate of the observed failure rate.

Failure rate expressed as (failures/year) refers to the average number of failures per calendar year. It was calculated by taking the reciprocal of the average time (in years) that the tube was installed in the system (i.e. removal date - installation date). This rate is the same as one calculated by multiplying the failure rate in failures/million hours by the operating schedule (Million hours of operation/years installed). This rate refers to failures per calendar year, not per year of continuous operation.

2. Parameters

Cost Per Socket Per Million Hours is the product of failure rate (Failures/ 10^6 hours) and cost per tube. This indicates the cost of continuous operation of an installation with one socket. Depending on reliability and cost, it may be better to have more reliable tubes that cost more than less reliable tubes that cost less. There is a non-linear relationship between cost and reliability, so the tendency is for higher reliability tubes to come out cheaper because fewer are needed. Cost per socket per million hours is strictly a measure of the cost-reliability relationship for a tube and not an indication of overall expenditures.

Total Cost Per Million Hours is the product of failure rate (Failures/ 10^6 hours), cost per tube and number of installations. This is the total cost of continuous operation for all installations in the field using the tube. The ranking changes somewhat from the previous ranking, because the cost per socket per million hours is multiplied by the number of installations. Power is not accounted for in this parameter, so it is only an indication of economic desirability of the tube. This parameter is useful from an expenditure-reliability point of view.

Cost Per Socket Per Million Hours Per KW is the failure rate (Failures/ 10^6 hours) times cost per tube divided by average power. The power is included because the high power tubes generally cost more than the low power tubes, which tends to bias the ranking. Dividing by power corrects for this bias. This is therefore a good measure of merit from the cost-reliability-capability standpoint for a tube. Tubes with the worst reliability and highest cost tend to be at the top of the list.

Total Cost Per Million Hours Per KW is the failure rate (Failures/ 10^6 hours) times cost per tube times the number of installations divided by the average power.

This is the total cost per kilowatt of all installations in the field using this tube.

Cost Per Socket Per Year is the failure rate (Failures/year) times unit cost. Failure rate by calendar year incorporates the operating schedule into the cost of using the tube on a fiscal basis.

Cost Per Socket Per KW Per Year is the same as cost per socket per KW per hour except that it includes the operating schedule to obtain annual cost per kilowatt.

Total Cost Per Year is calculated with the average operating schedule, failure rate, number of installations and tube costs. This parameter (total cost per year) indicates tubes for which the largest expenditures are made. The greatest annual savings may be obtained by improving the reliability of these tubes. The question is, "Is investment in research to improve reliability worthwhile?" This is taken to mean, "Will research save money in the long-run?"

The amount of improvement in reliability which results from a given amount of research is not known. In general, an increase in reliability will also increase the tube purchase price. Estimates of the amount of reliability improvement and the amount of cost increase expected can be made. A range of values of percent reliability improvement and percent cost increase were assumed for the following example (Figure VII-1, VII-2).

Economic analysis would need to be performed to determine the amount of money which may be allocated for research for a given increase in reliability and increase in cost. This analysis would include a comparison of the present cost and the projected cost.

Existing cost may be determined by calculating the present worth (PW) of the annual operating costs for, say, a five year period (a five year planning horizon might be chosen because quick payback is desired).

FIGURE VII-1
EXAMPLE OF COST-RELIABILITY CALCULATIONS

TUBE	TUBE COST (C _n)	FAILURES PER YEAR (λ)	SOCKETS	K\$/YEAR (S)
L3035	5.49 (K\$)	2.4	90	1185.8

$$PW = 1185.8 (4.23) = 5016$$

5 years

10% interest

6% inflation

POTENTIAL % FAILURE RATE IMPROVEMENT	POTENTIAL % PRICE INCREASE	(PW) YEARLY OPERATION COST \$/YEAR	BREAK EVEN K\$
0	0	5016	0
10	5	4736	280
10	10	4967	50
15	5	4475	543
15	10	4691	325
15	15	4091	115
20	10	4415	601
20	15	4612	404
20	20	4817	199

$$\text{BREAK EVEN} = PW - PW_n$$

where PW = present worth of costs using existing price and failure rate

PW_n = present worth of costs using improved failure rate and increased cost.

FIGURE VII-2
EXAMPLE OF COST-RELIABILITY CALCULATIONS

TUBE	TUBE COST (C _T)	FAILURES PER YEAR (λ)	SOCKETS	K\$/YEAR (S)
L3403	4.6 (K\$)	1.09	74	1178

$$PW = 1178 (4.23) = 4981$$

5 years

10% interest

6% inflation

POTENTIAL % FAILURE RATE IMPROVEMENT	POTENTIAL % COST INCREASE	(PW) YEARLY OPERATION COST K\$/Year	BREAK EVEN K\$
0	0	4981	0
10	5	4707	274
10	10	4927	54
15	5	4446	535
15	10	4675	306
15	15	4888	93
20	10	4384	597
20	15	4572	409
20	20	4771	210

Assuming the cost of money to be 10% per year and the inflation rate to be 6% per year, the calculation is as follows:

$$PW \left(\begin{array}{l} 5 \text{ years } 10\% \text{ interest} \\ 6\% \text{ inflation} \end{array} \right) = S \frac{(1)}{(1+i)} + S \frac{(1+f)}{(1+i)^2} + S \frac{(1+f)^2}{(1+i)^3} + S \frac{(1+f)^3}{(1+i)^4} + S \frac{(1+f)^4}{(1+i)^5}$$

where S = annual cost of tube

i = interest rate (10%)

f = inflation rate (6%)

substituting for i and f above:

$$PW = S(4.23)$$

The present worth for each of the assumed improvements and increases is calculated next.

$$\lambda_n = (1-I)\lambda$$

where λ = original failure rate in Failures per year

$$\lambda_n = \text{new failure rate}$$

I = fractional improvement in failure rate

$$C_n = C(1-J)$$

where C = original cost of tube (K\$)

$$C_n = \text{new cost of tube}$$

J = fractional increase in cost

$$S_n = \text{annual cost} = \lambda_n \times C_n \times N_s$$

where N_s = number of sockets

Therefore, $PW_n = S_n (4.23)$ = The cost of operating the improved tube for 5 years assuming 6% inflation and 10% interest.

Ranges of feasible improvement in failure rate and increase in cost should be estimated by personnel familiar with the manufacturing process. Calculations may then be made to investigate the sensitivity of the savings which may result

from research. For the final decision on research expenditures, engineering judgement should be used to weigh the possible benefits and consequences.

3. Summary

The tubes were ranked (in decreasing order) by each of the eight parameters. No two have exactly the same order of tubes. This stems from the nature of the parameters.

The ranking by cost per socket per million hours indicates the merit of the individual tubes from a cost effectiveness of reliability standpoint. The ranking order changes, however, when total cost per hour is considered. This is due to the different number of sockets in the field for the different tube types. The total cost is not as significant from a reliability standpoint; however, it is important to the economist, who wants to minimize total cost.

The cost/socket/KW/hour is important from an efficiency standpoint. Low power tubes have lower cost, but not necessarily in proportion to the power. Applying the number of sockets to get the total cost again changes the order of ranking.

C. UTILITY

If the operating schedule is constant, total cost per year seems to be the most significant parameter. The largest expected cost reduction would result from improving the reliability of the tubes ranked in descending order by this parameter.

The range of improvement possible should be estimated for each tube. The cost associated with each improvement must also be estimated. Using these estimates, economic analyses should be performed to determine if research is worthwhile, and how much can be spent for research to achieve the improvement.

Rankings by other parameters are included and may be helpful for planning purposes. If operating schedule changes are anticipated, the ranking by cost per socket should be consulted. Where possible, the operating schedule should increase usage of tubes low on the list and decrease usage of tubes high on the list. If power requirements are subject to change, the ranking by cost per socket per kilowatt should be used. This ranking indicates the tubes which are most cost effective in terms of power. The ranking by cost per socket per hour is an indication of the relative merits of the tubes with respect to reliability.

Cost of changes may be estimated by calculating the new failure rate in (failures/year). This may be done by multiplying the failure rate by the projected operating schedule. Using the new failure rate, the cost of the project change may be compared with the existing cost.

The decision to invest in research on reliability improvement should be based on the potential payoff of the research. In each case the best estimates of potential improvement available should be used to determine the possible payoff.

VIII REFERENCES

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2. Gnedenko, B., et al. Mathematical Models of Reliability Theory, Academic Press, New York, 1969.
3. Mann, Nancy R., Ray E. Shafer and Nozer D. Singpurwalla, Methods for Statistical Analysis of Reliability and Life Data, John Wiley & Sons, New York, 1974.
4. Mann, Nancy R. and Kenneth W. Fertig, "A Goodness-of-Fit Test for the Two Parameter vs. Three Parameter Weibull; Confidence Bounds for Threshold", *Technometrics*, Vol. 17, No. 2, May, 1975.
5. Federal Aviation Administration, "Federal Aviation Administration Specification, Airport Surveillance Radar (ASR) Transmitter-Receiver (T/R) Subsystem", FAA E-2506 Amendment-3, Department of Transportation, August 1973.

APPENDIX

This appendix contains reliability function plots for the tubes studied during the program. Each curve is a plot of the following reliability function:

$$R(t) = e^{-\lambda t}$$

where t = time

λ = failure rate

List of Figures

<u>Tube Class</u>	<u>Figure</u>	<u>Page</u>
Klystron	A-1 --A-38	125-162
Traveling Wave Tube	A-39--A-55	163-179
Magnetron	A-56--A-82	180-206
Twystron	A-83--A-86	207-210
Gridded Tube	A-87--A-89	211-213
Amplitron	A-90	214
CFA	A-91--A-92	215-216

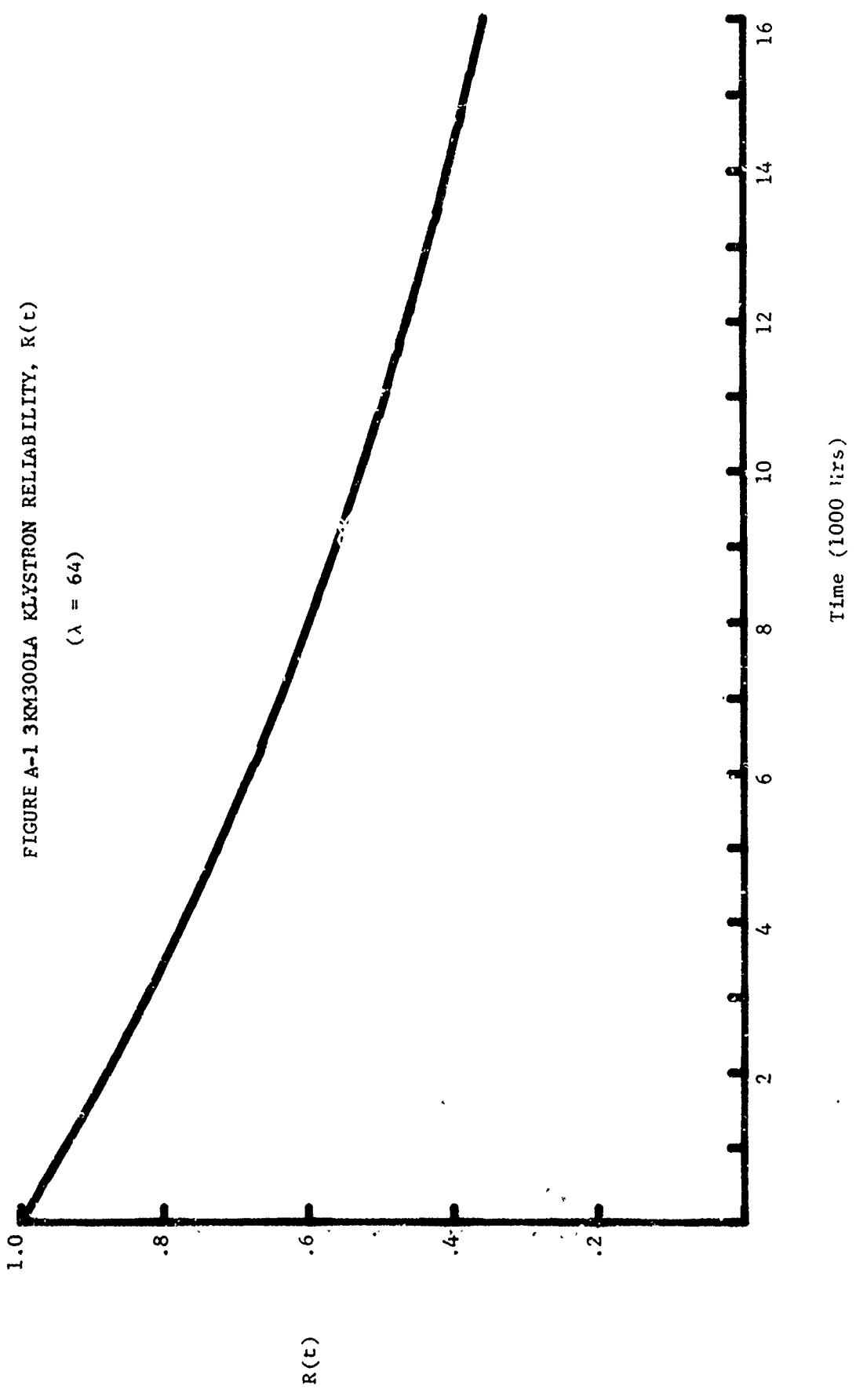


FIGURE A-2 3K210000LQ KLYSTRON RELIABILITY, $R(t)$
($\lambda = 1.51$)

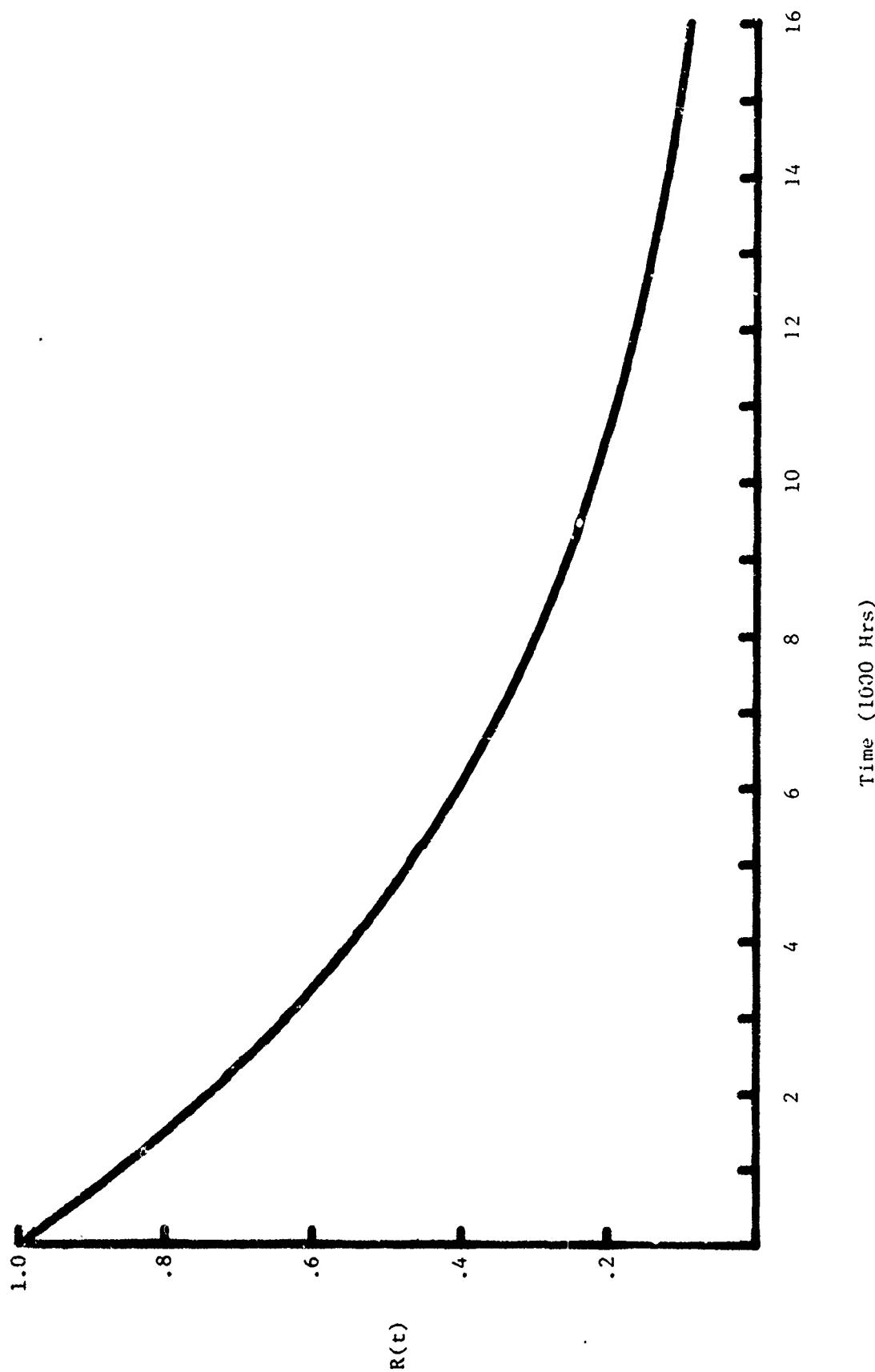
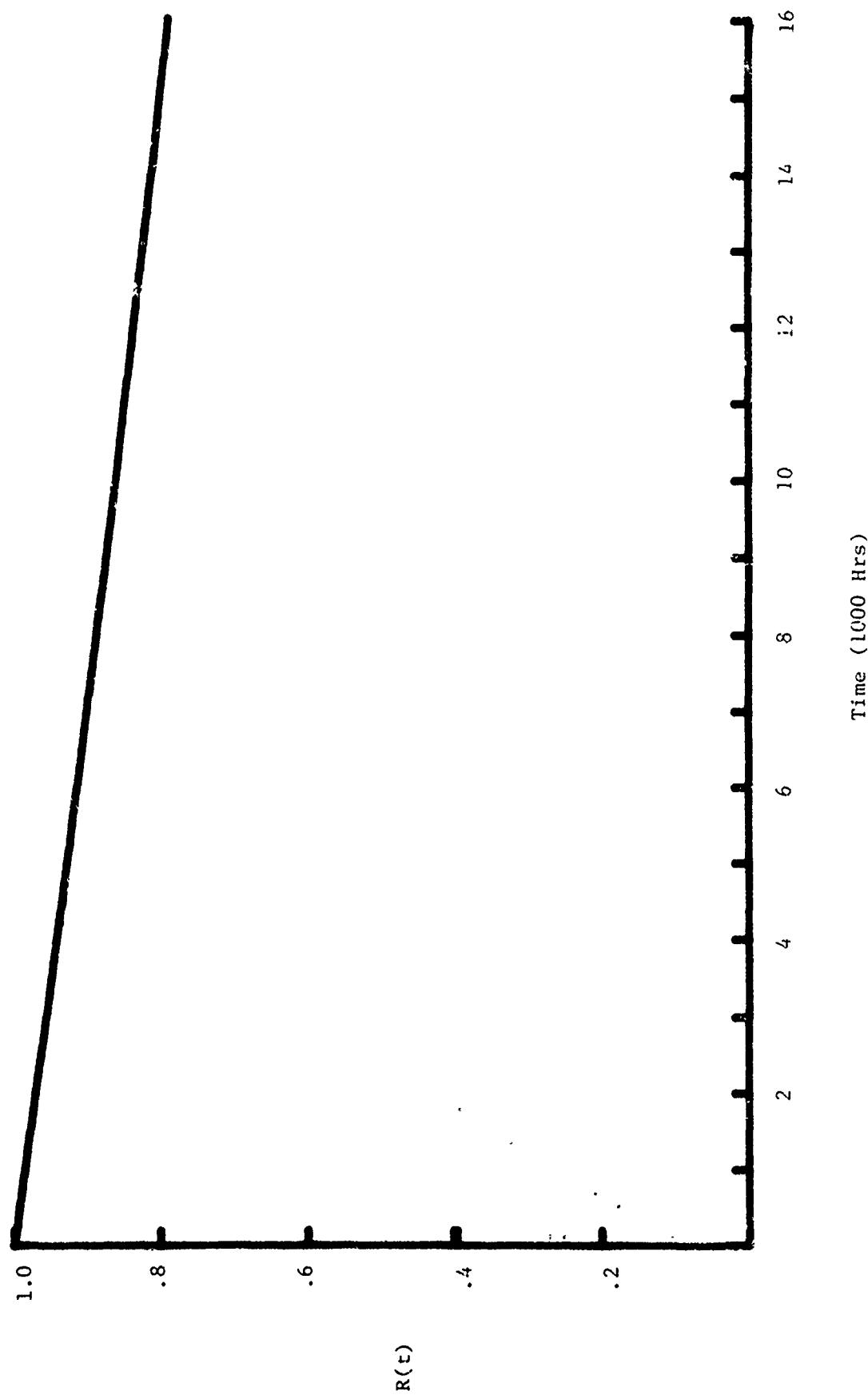


FIGURE A-3 4KM170000LA KLYSTRON RELIABILITY, R(t)

($\lambda = 15$)



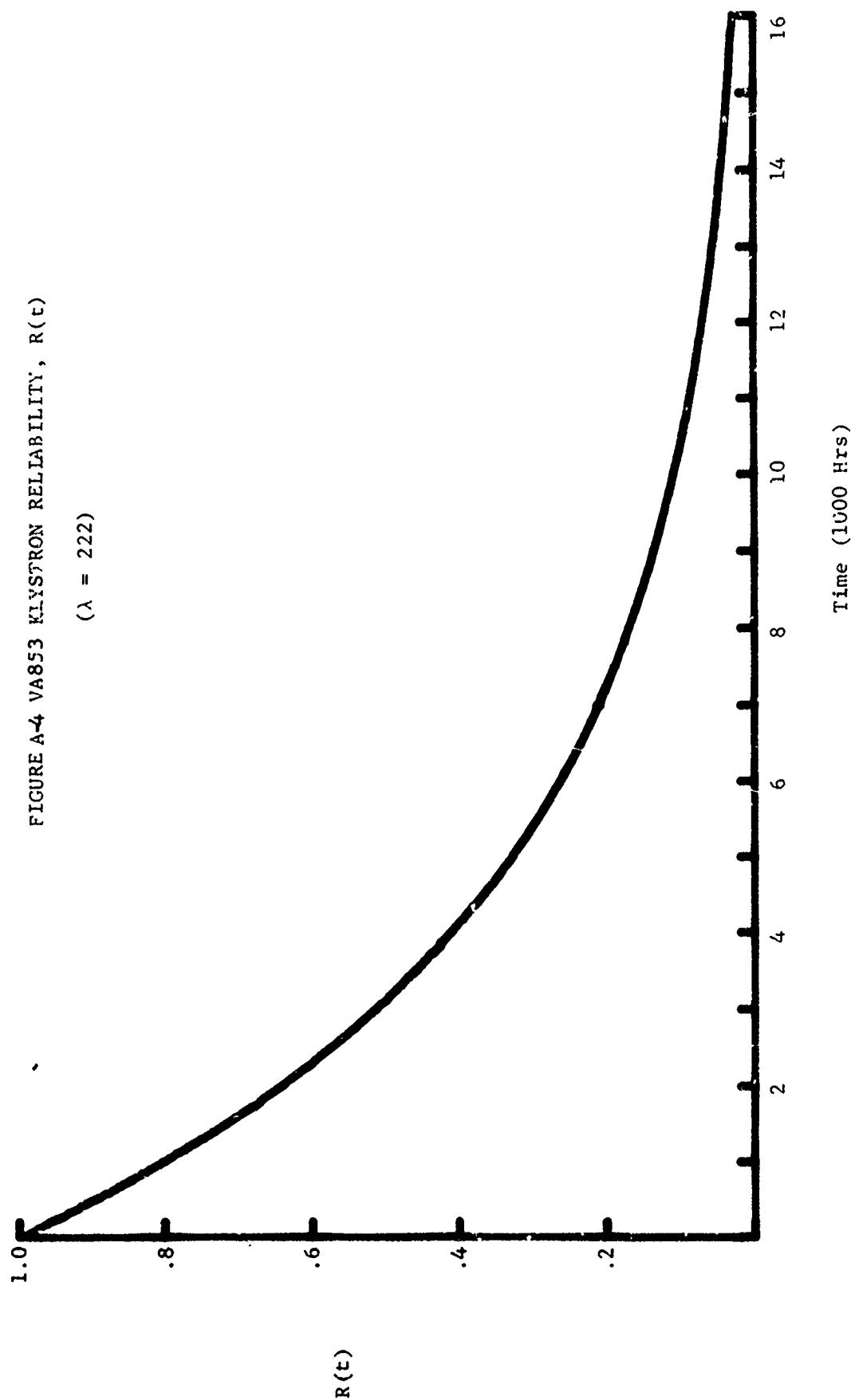


FIGURE A-5 8824 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 126$)

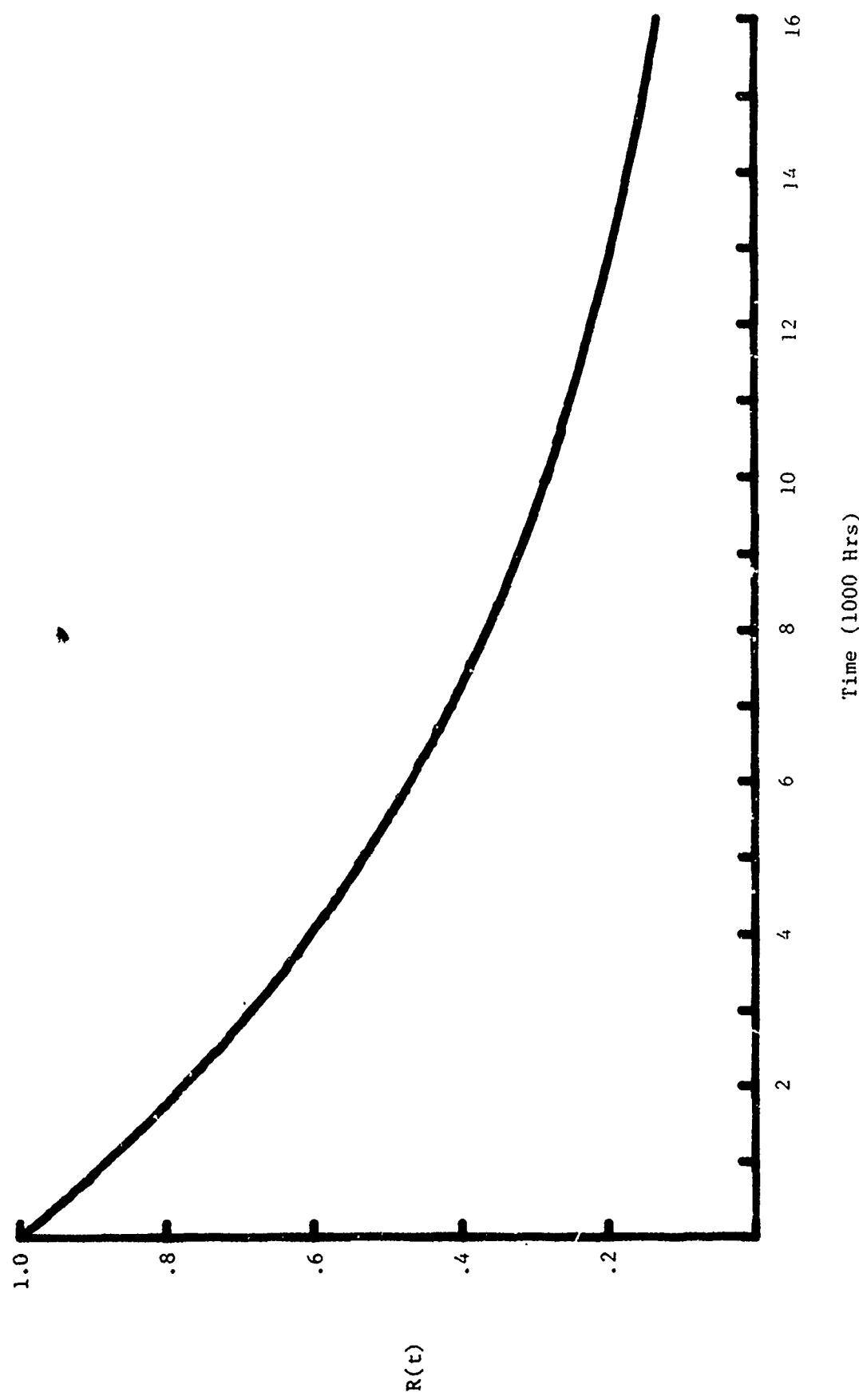


FIGURE A-6 8825 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 121$)

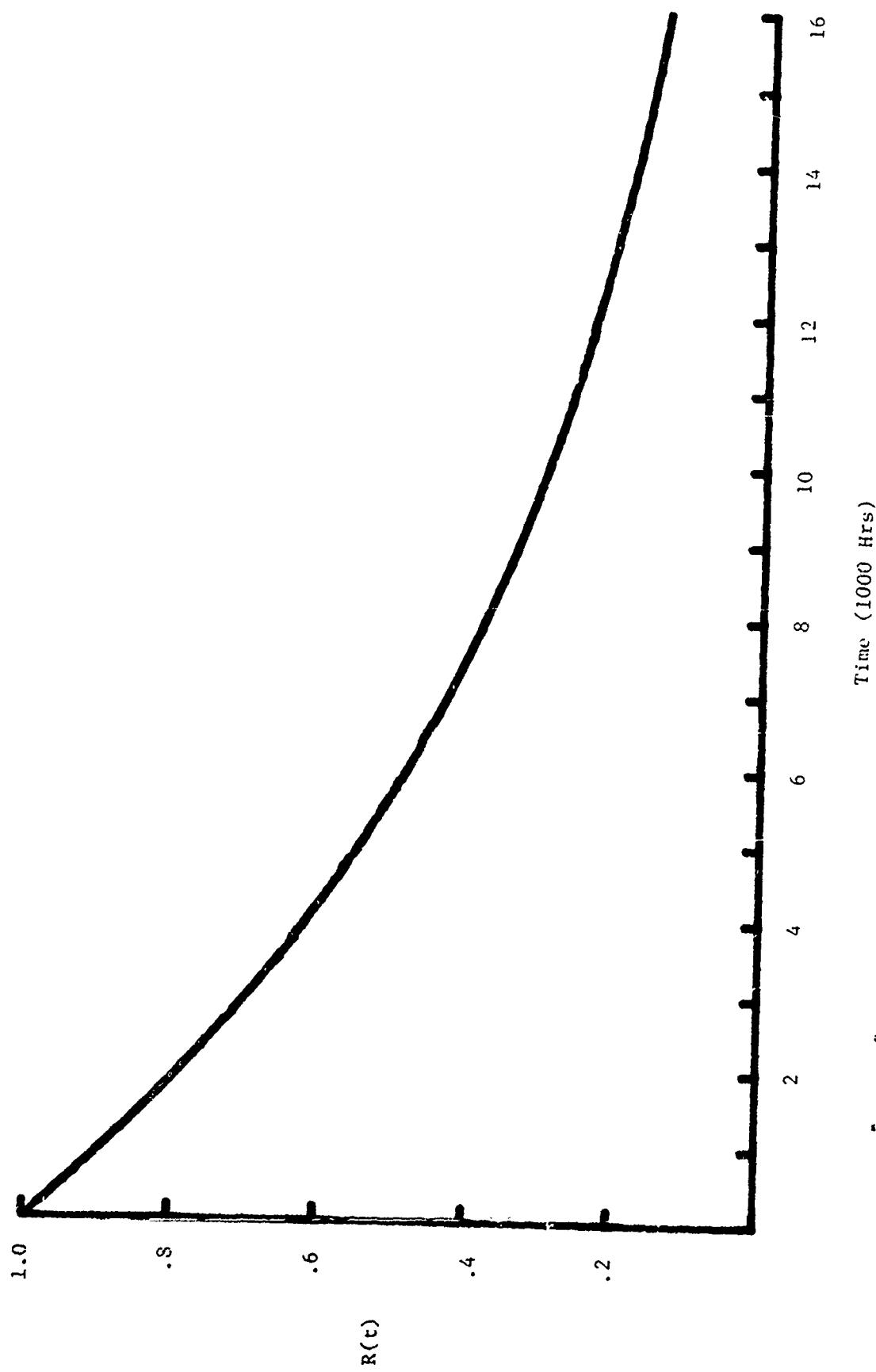


FIGURE A-7 8826 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 280$)

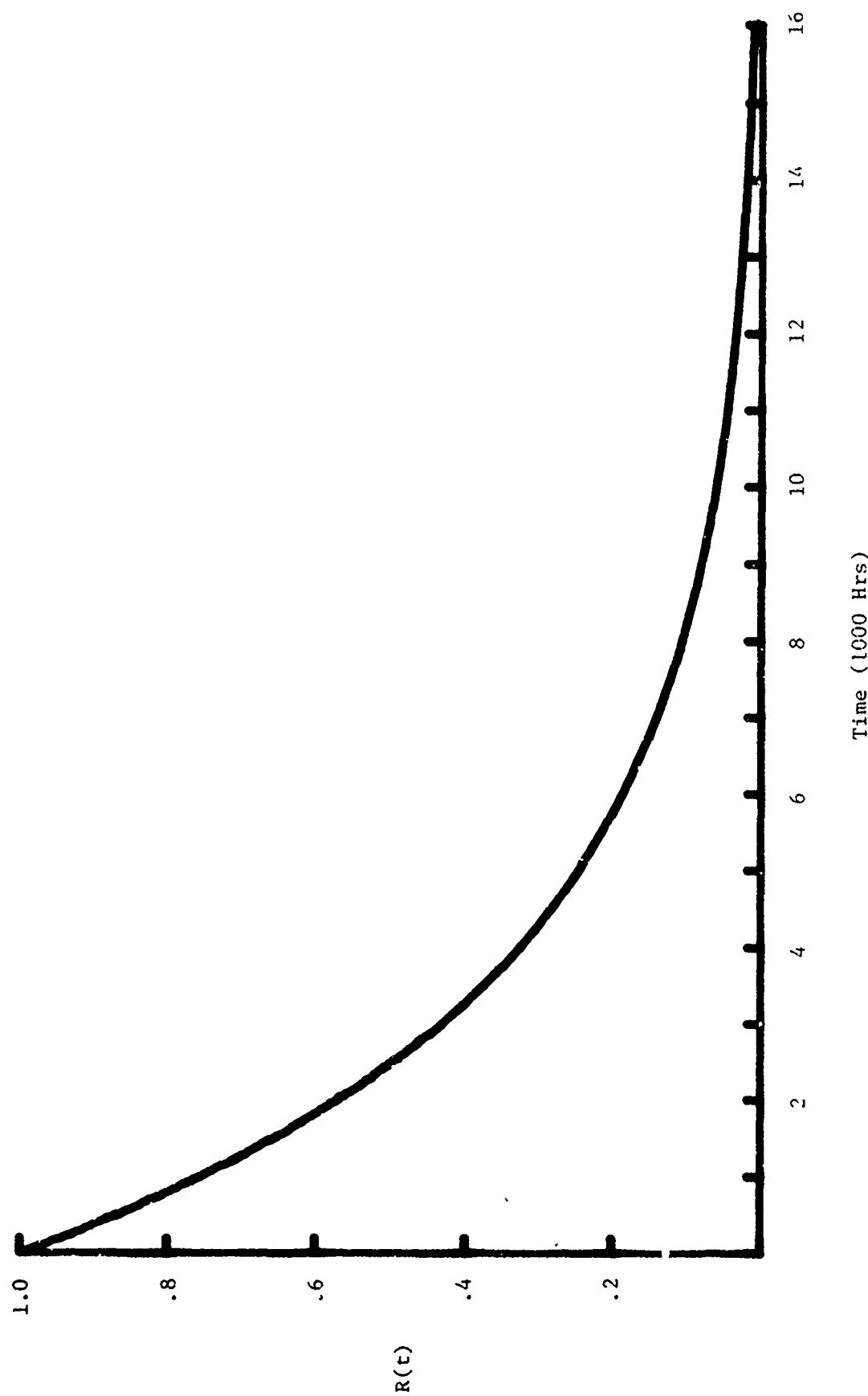


FIGURE A-8 3KM50000PA1 KLYSTRON RELIABILITY, R(τ)
($\lambda = 116$)

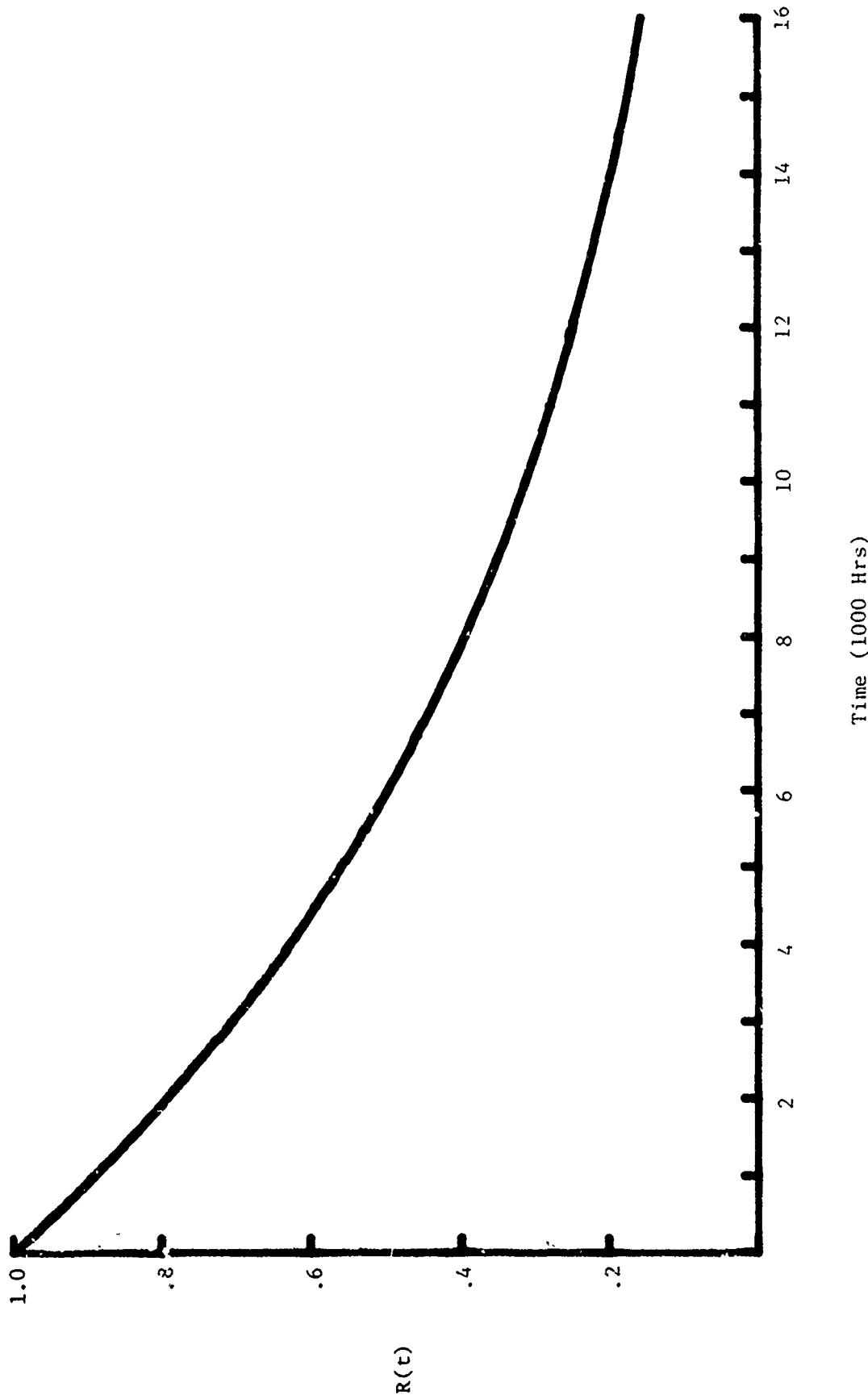


FIGURE A-9 3KM50000PA2 KLYSTRON RELIABILITY, $R(t)$
 $(\lambda = 150)$

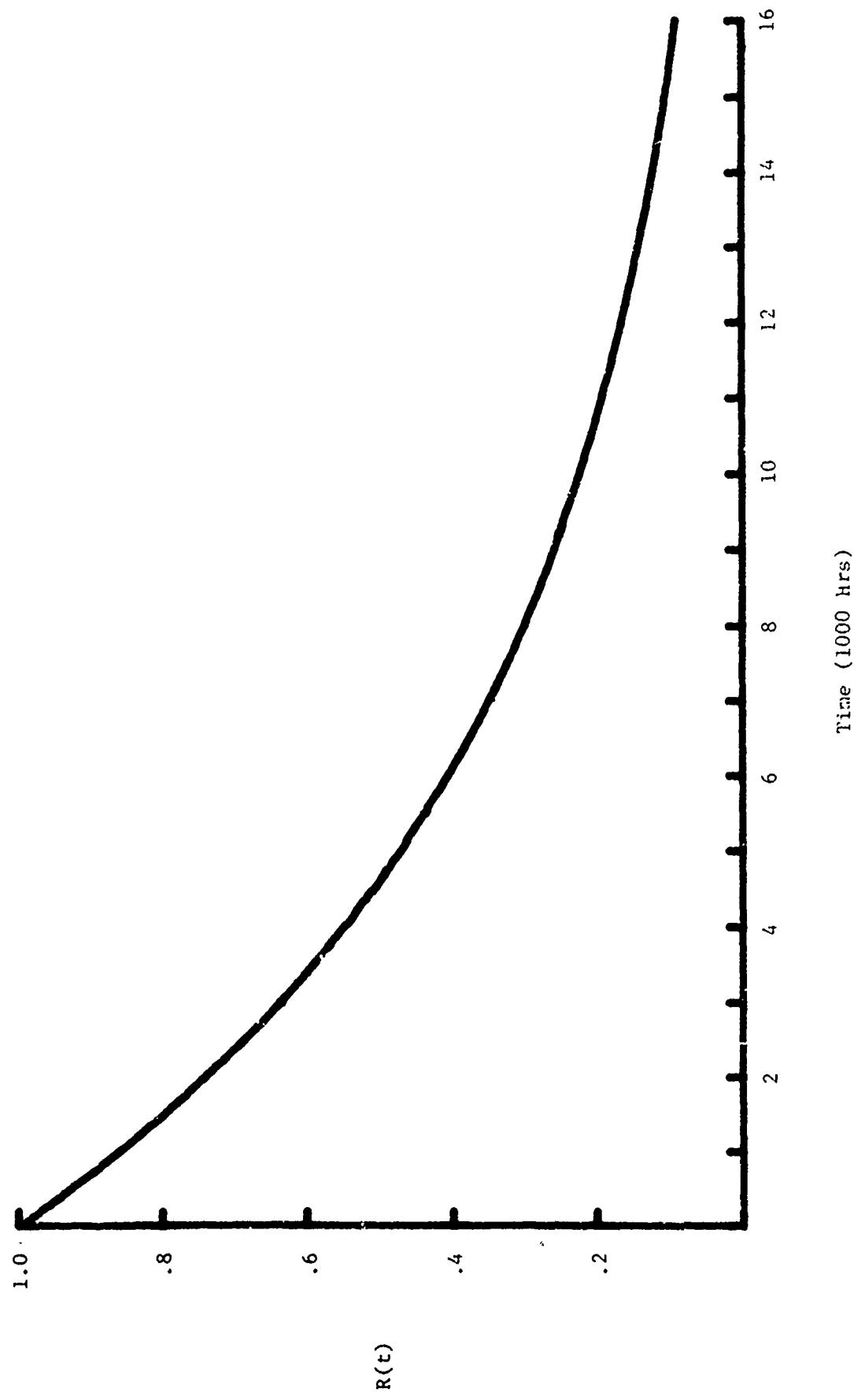


FIGURE A-10 3KMS0000PA KLYSTRON RELIABILITY, $R(t)$
($\lambda = 111$)

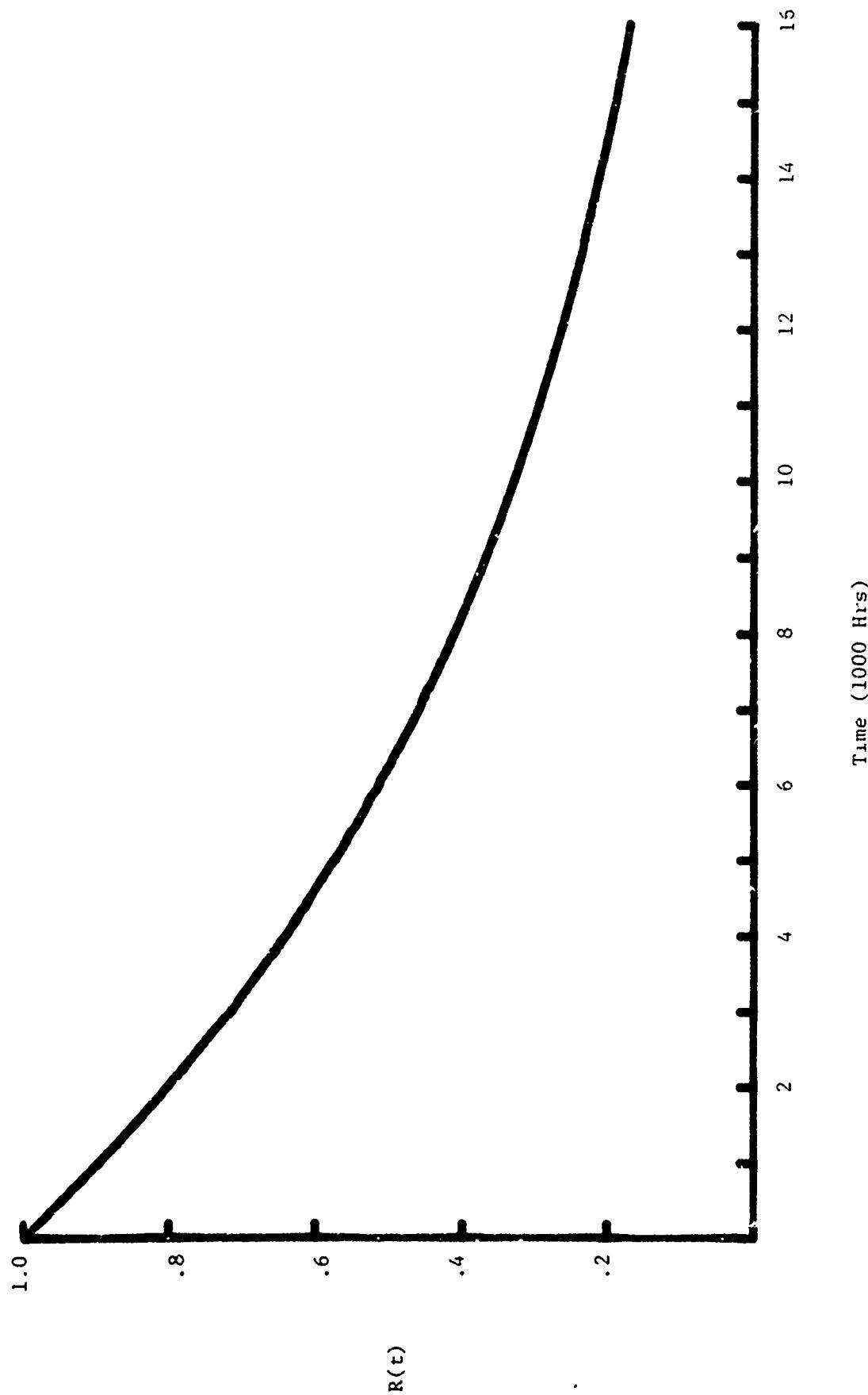


FIGURE A-11 4KNSOLB KLYSTRON RELIABILITY, $R(t)$
($\lambda = 28$)

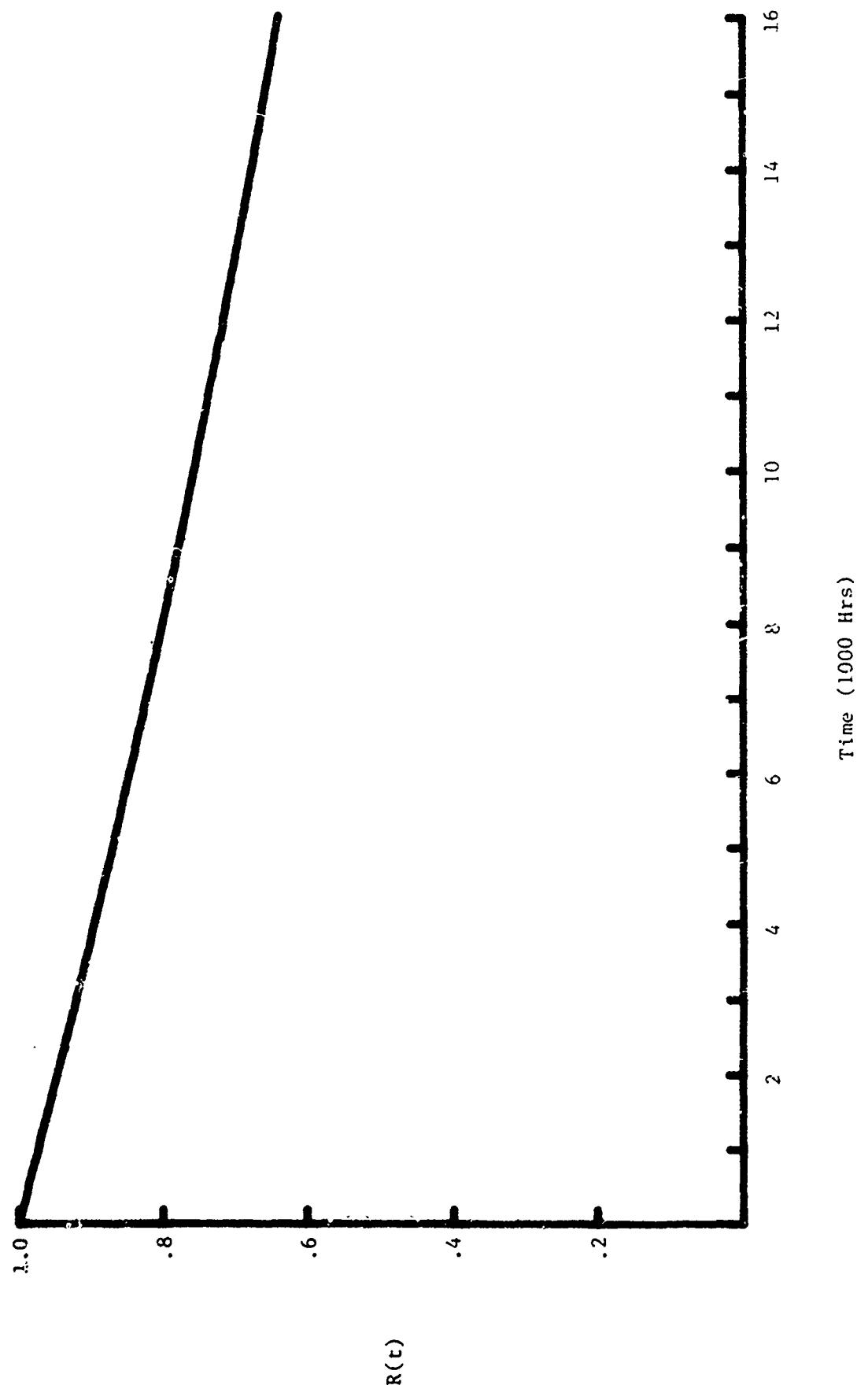


FIGURE A-12 4 KNS01C KLYSTRON RELIABILITY, $R(t)$
 $(\lambda = 15)$

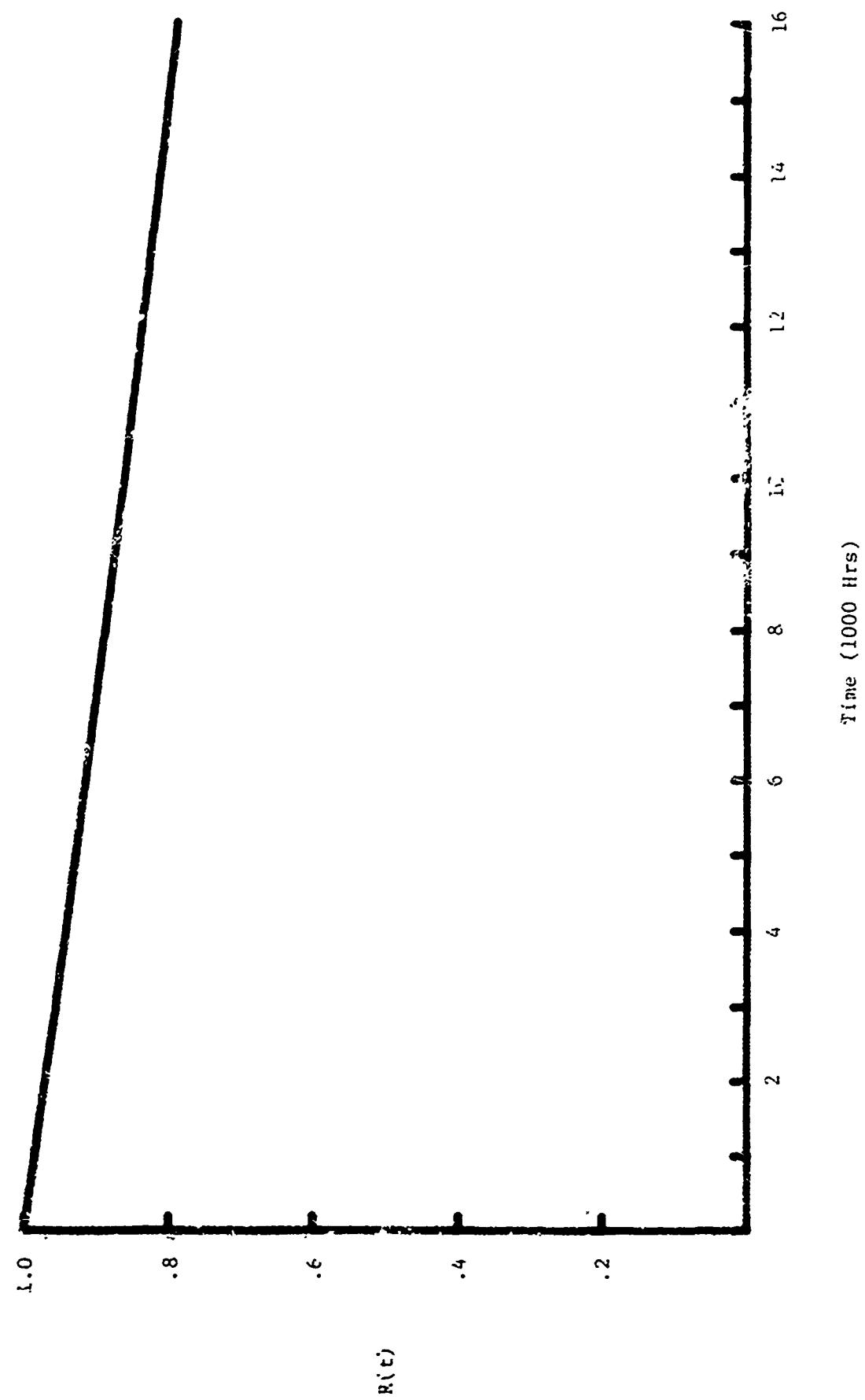


FIGURE A-13 4KM50SK KLYSTRON RELIABILITY, $R(t)$
 $(\lambda = 37)$

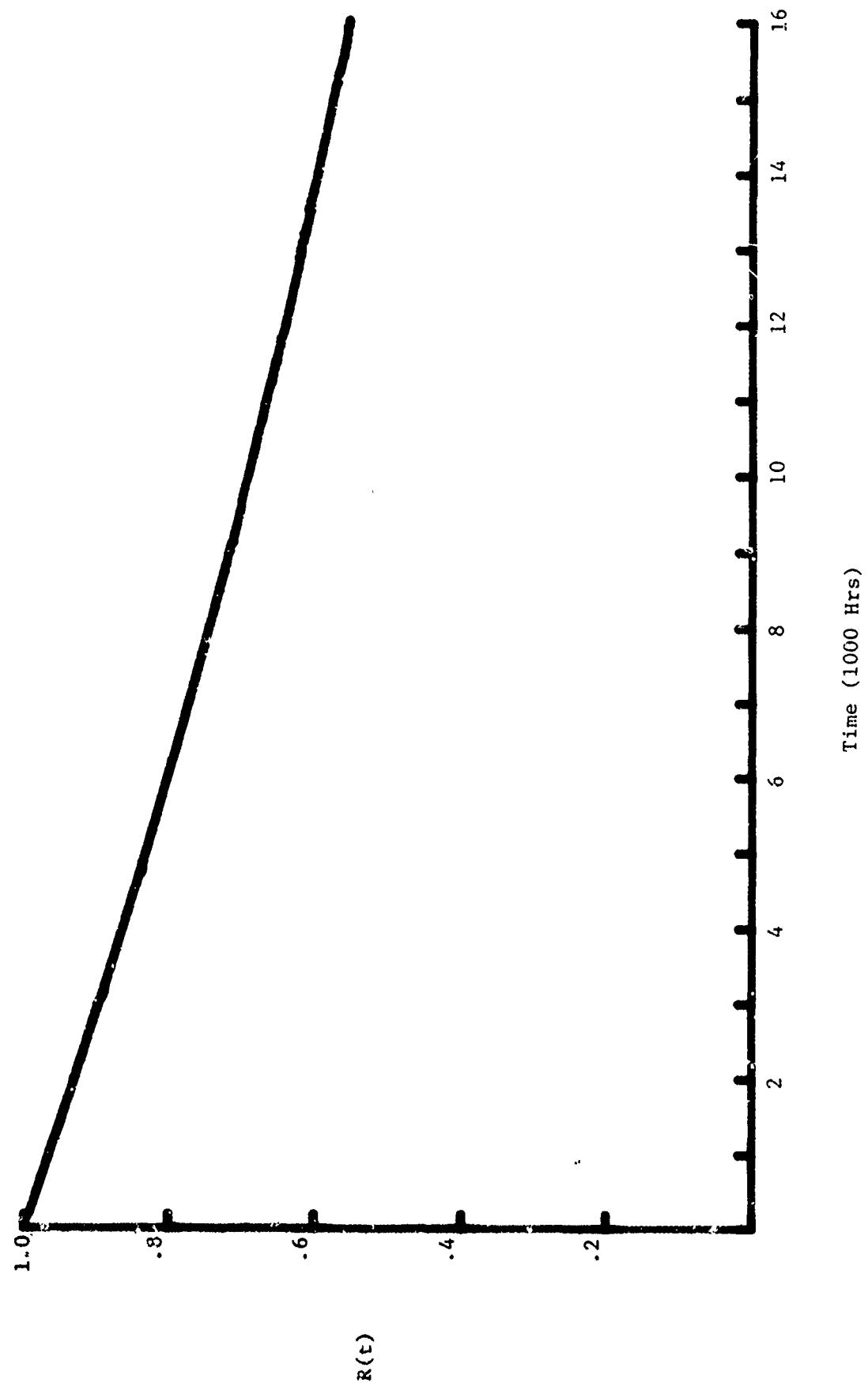


FIGURE A-14 4KM505SJ KLYSTRON RELIABILITY, $R(t)$
 $(\lambda = 38)$

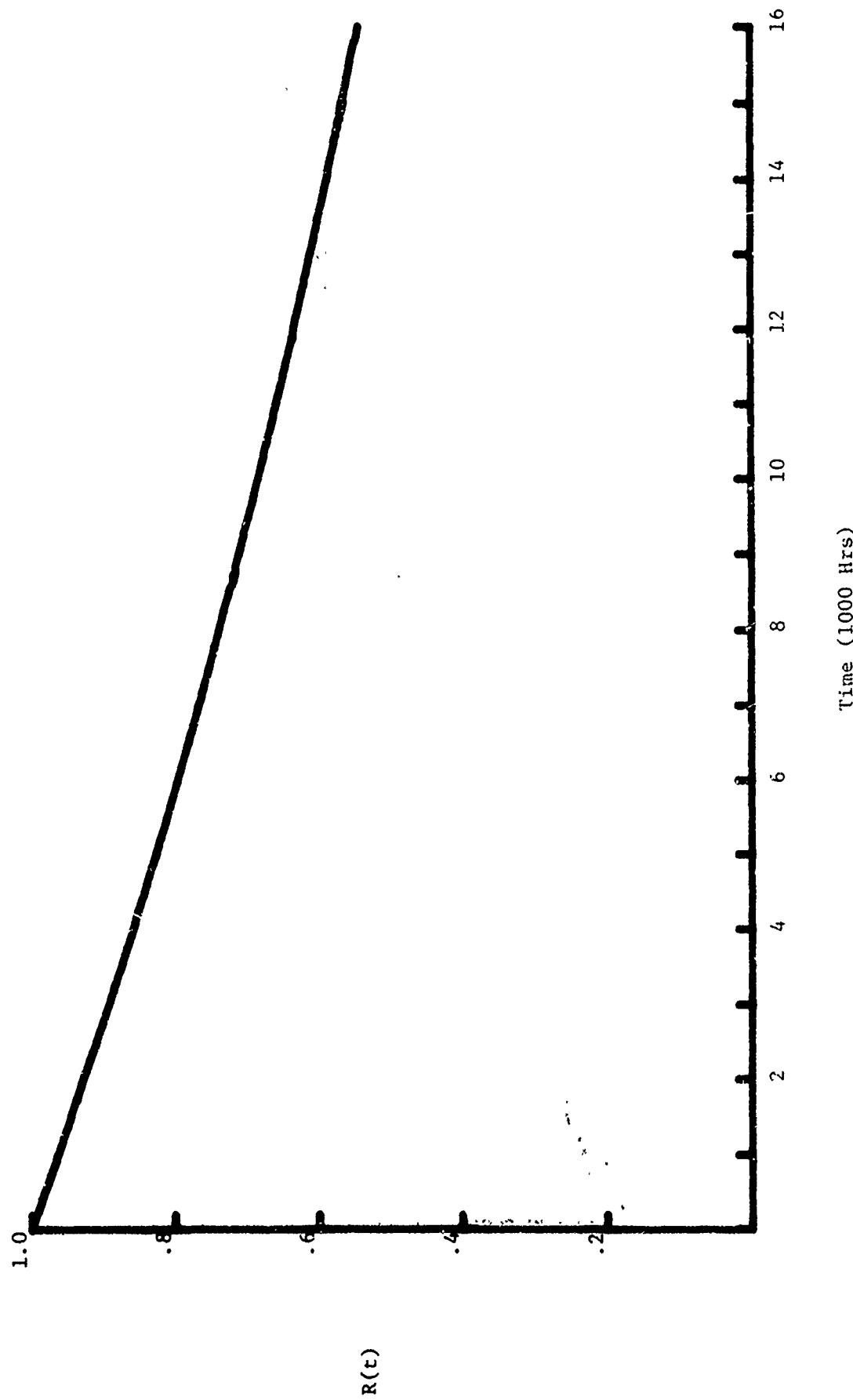


FIGURE A-15 4KM50000LR KLYSTRON RELIABILITY, $R(t)$

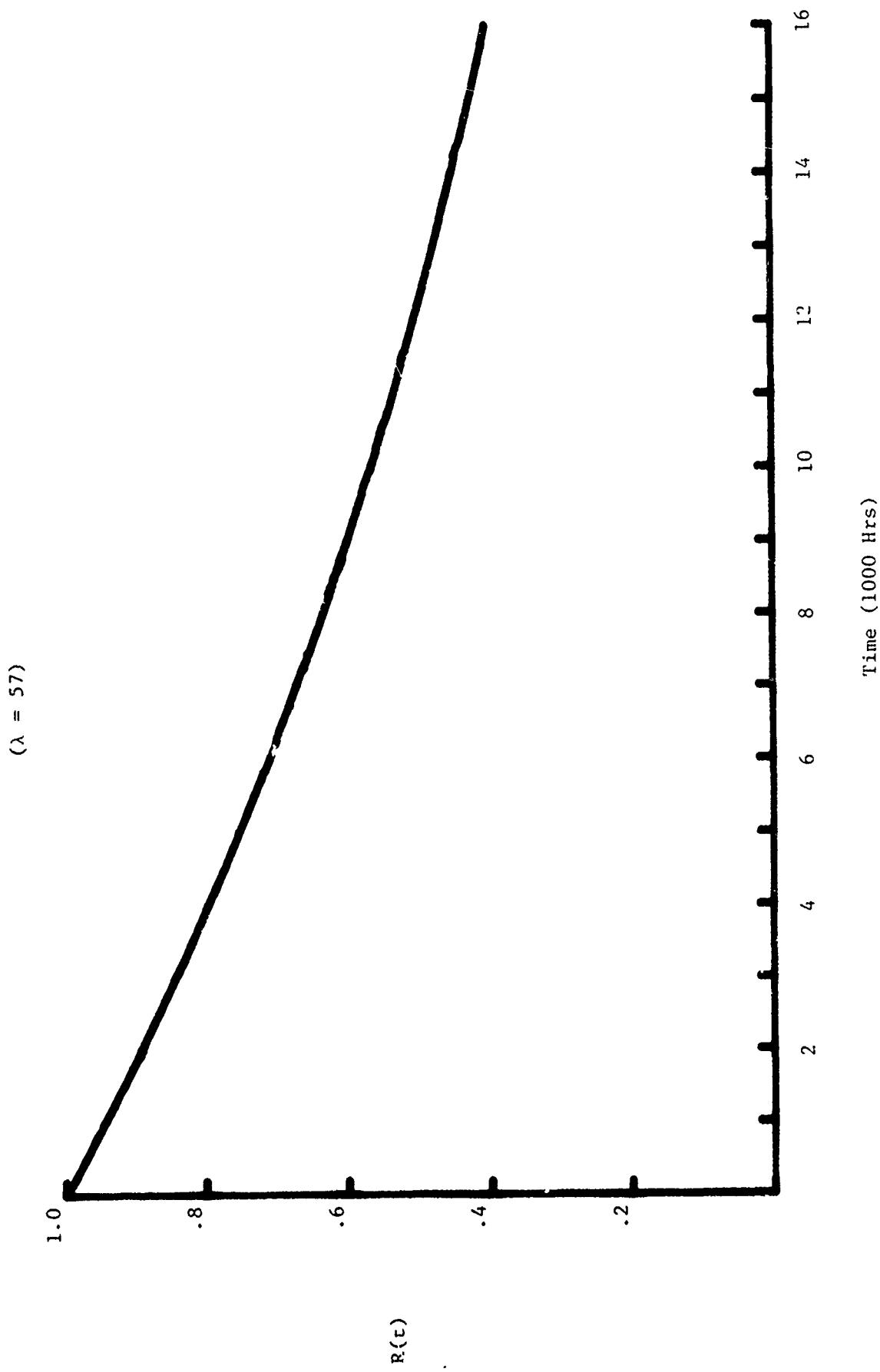


FIGURE A-16 4KM50000LQ KLYSTRON RELIABILITY, $R(t)$
($\lambda = 79$)

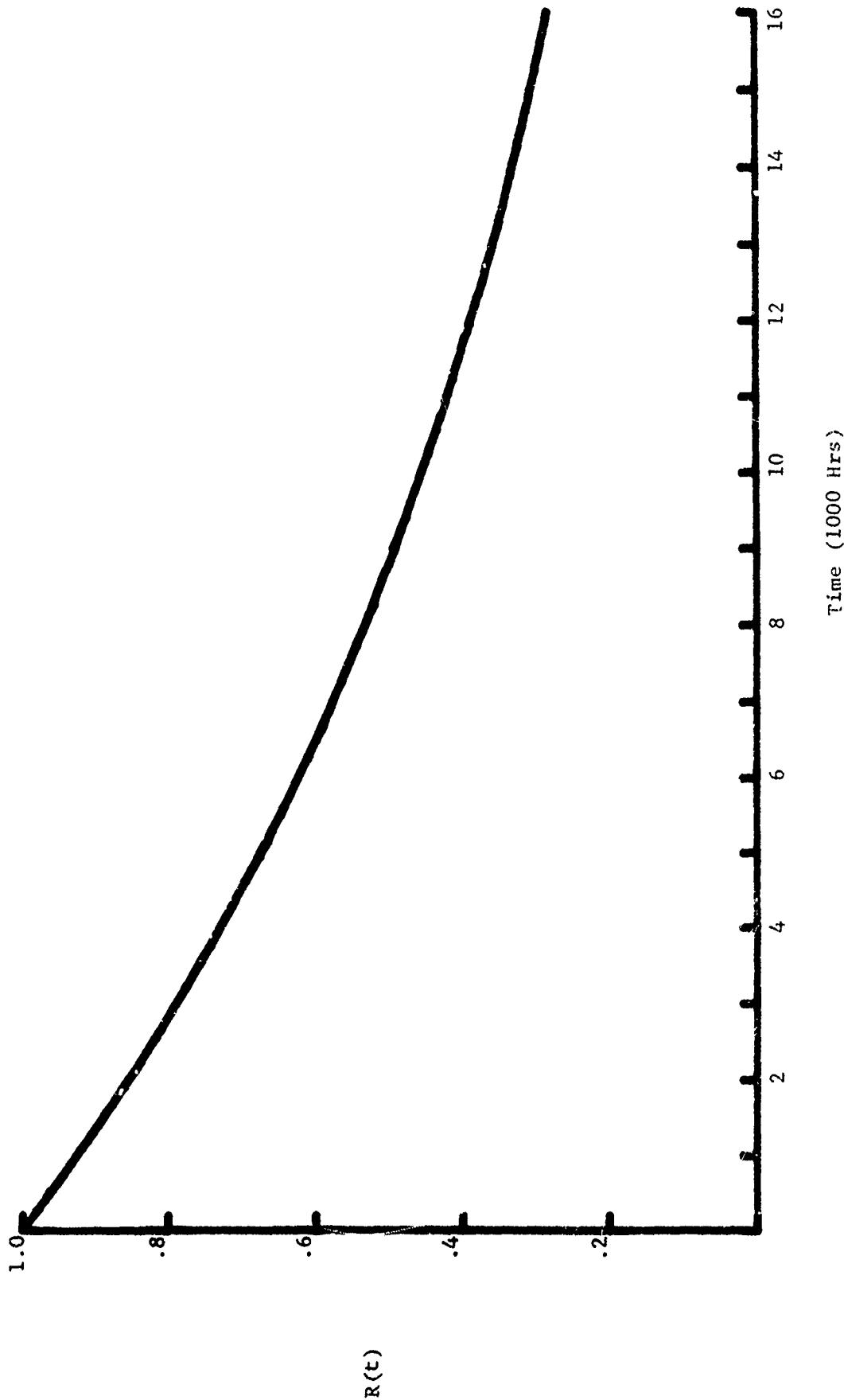


FIGURE A-17 K50000LQ KLYSTRON RELIABILITY, $R(t)$

($\lambda = .30$)

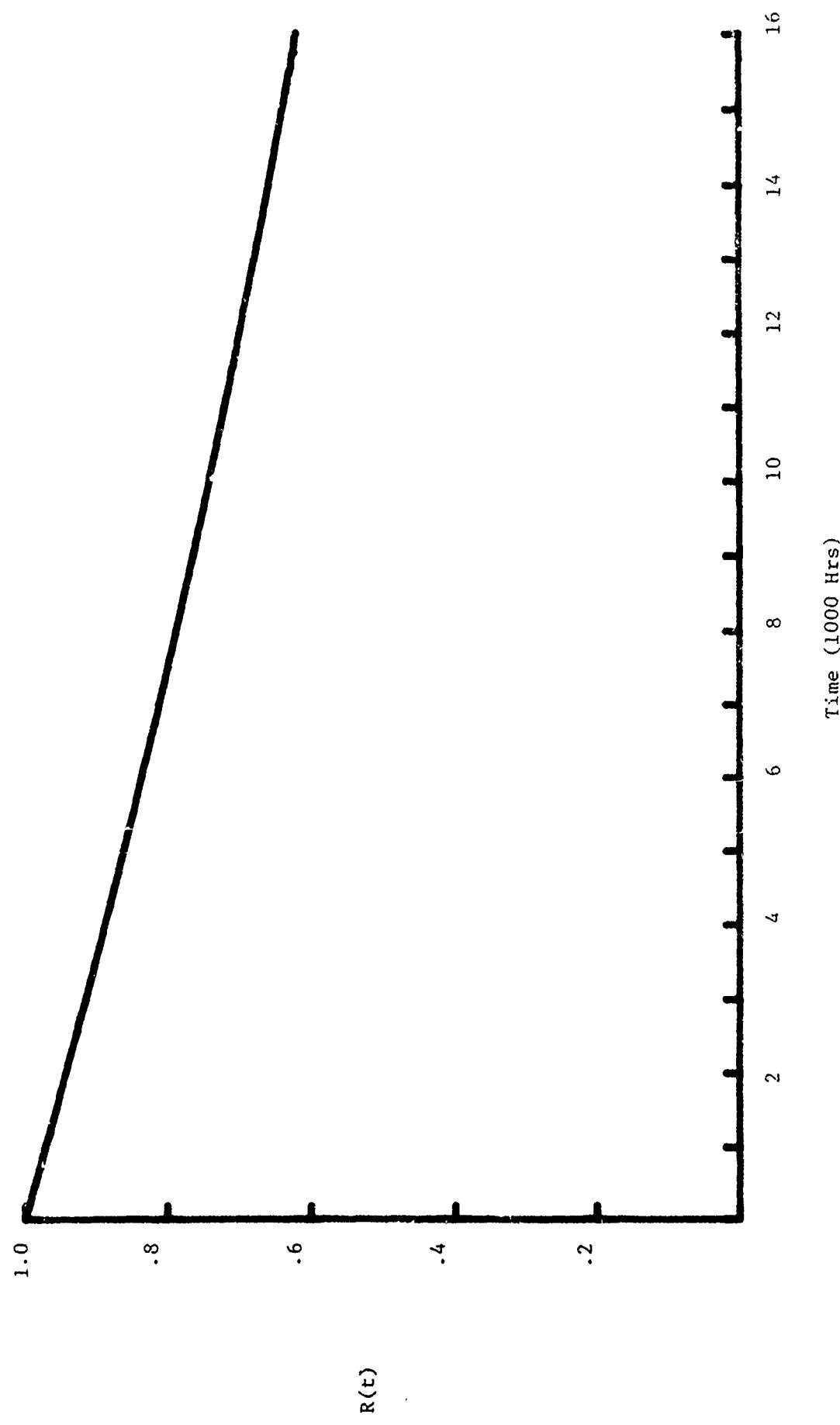


FIGURE A-18 3KS0000LA KLYSTRON RELIABILITY, $R(t)$

($\lambda = 587$)

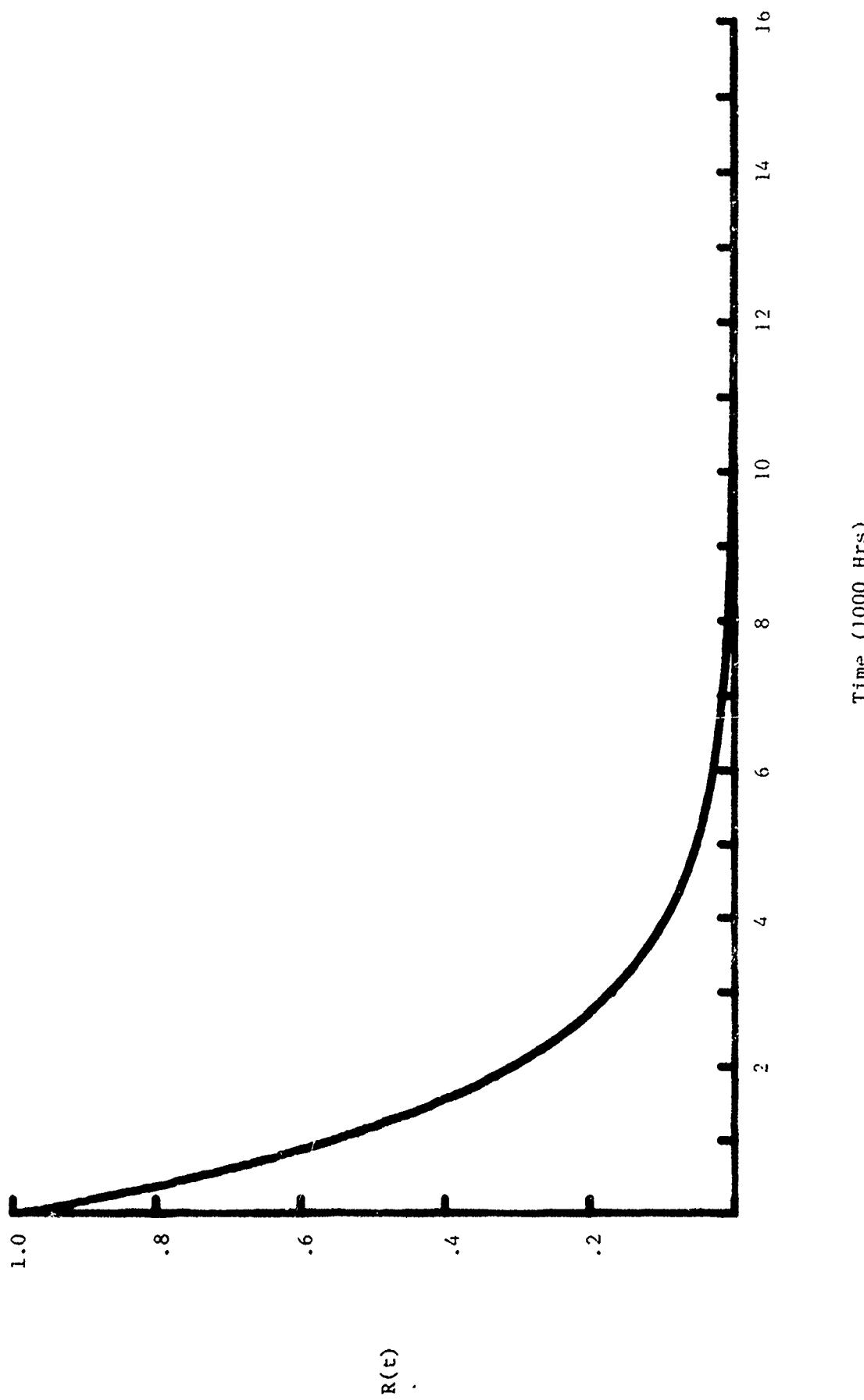


FIGURE A-19 3K50000LF KLYSTRON RELIABILITY, $R(t)$

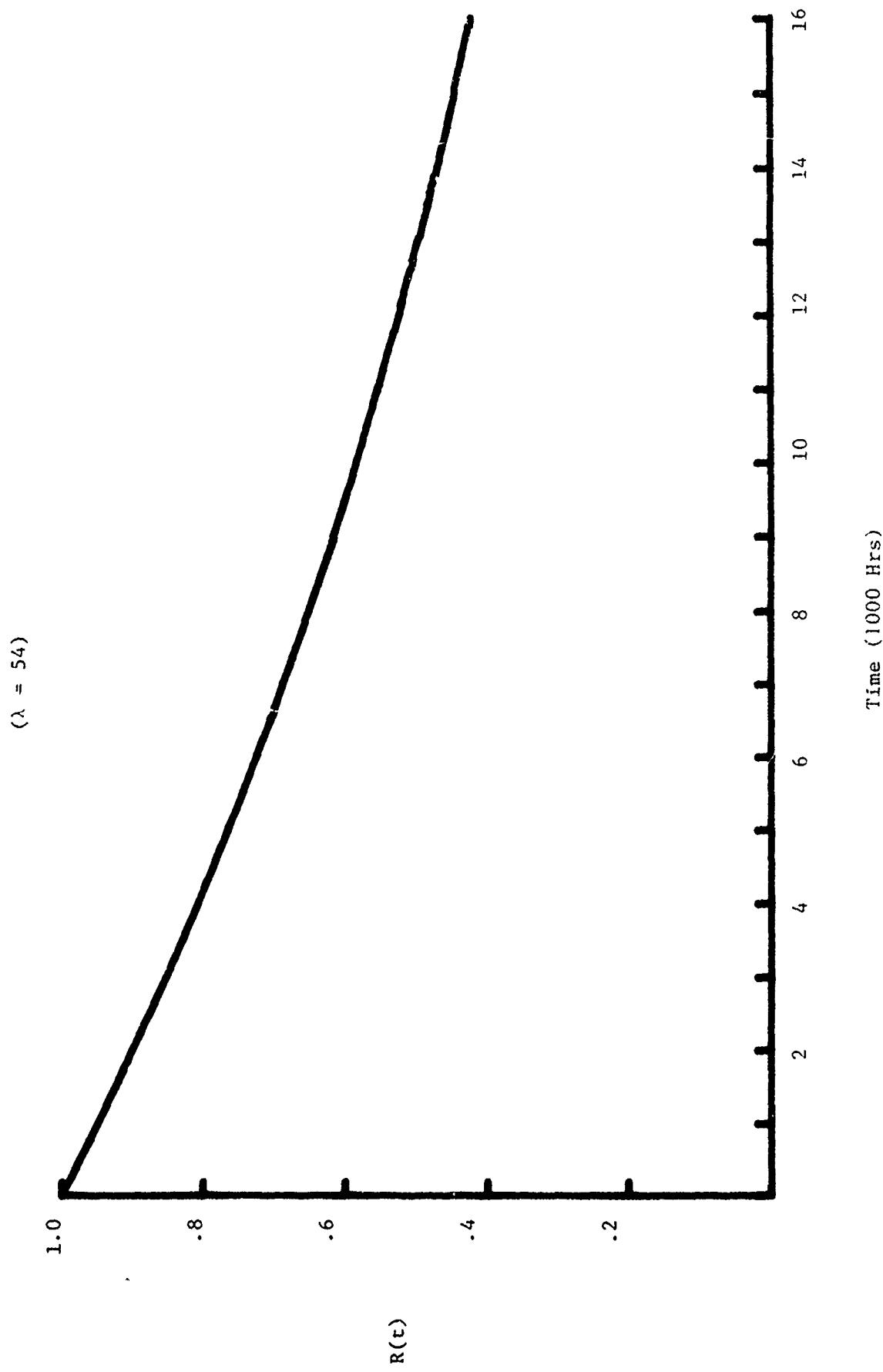


FIGURE A-20 VARROE KLYSTRON RELIABILITY, $R(\tau)$

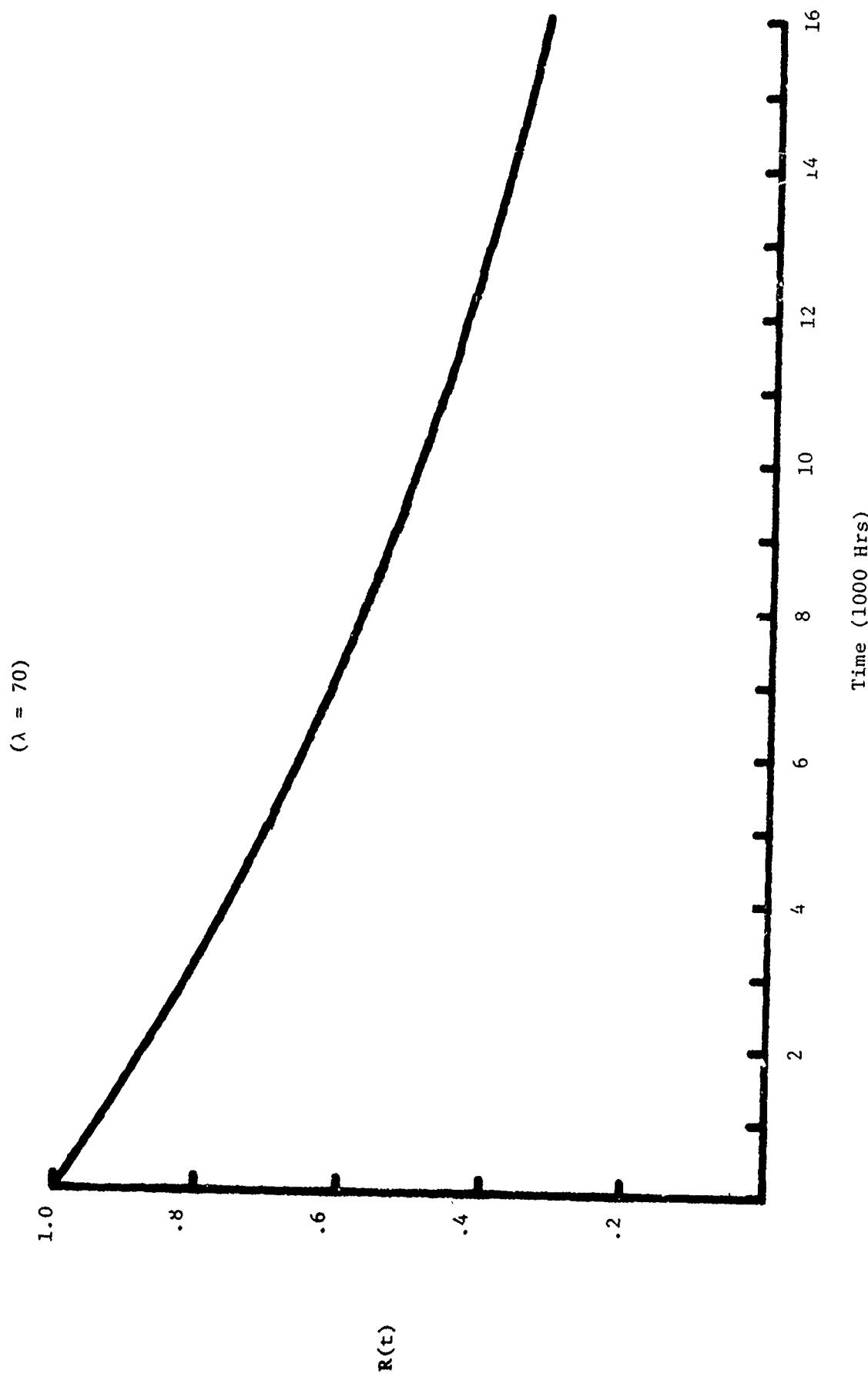


FIGURE A-21 VA856B KLYSTRON RELIABILITY, $R(t)$

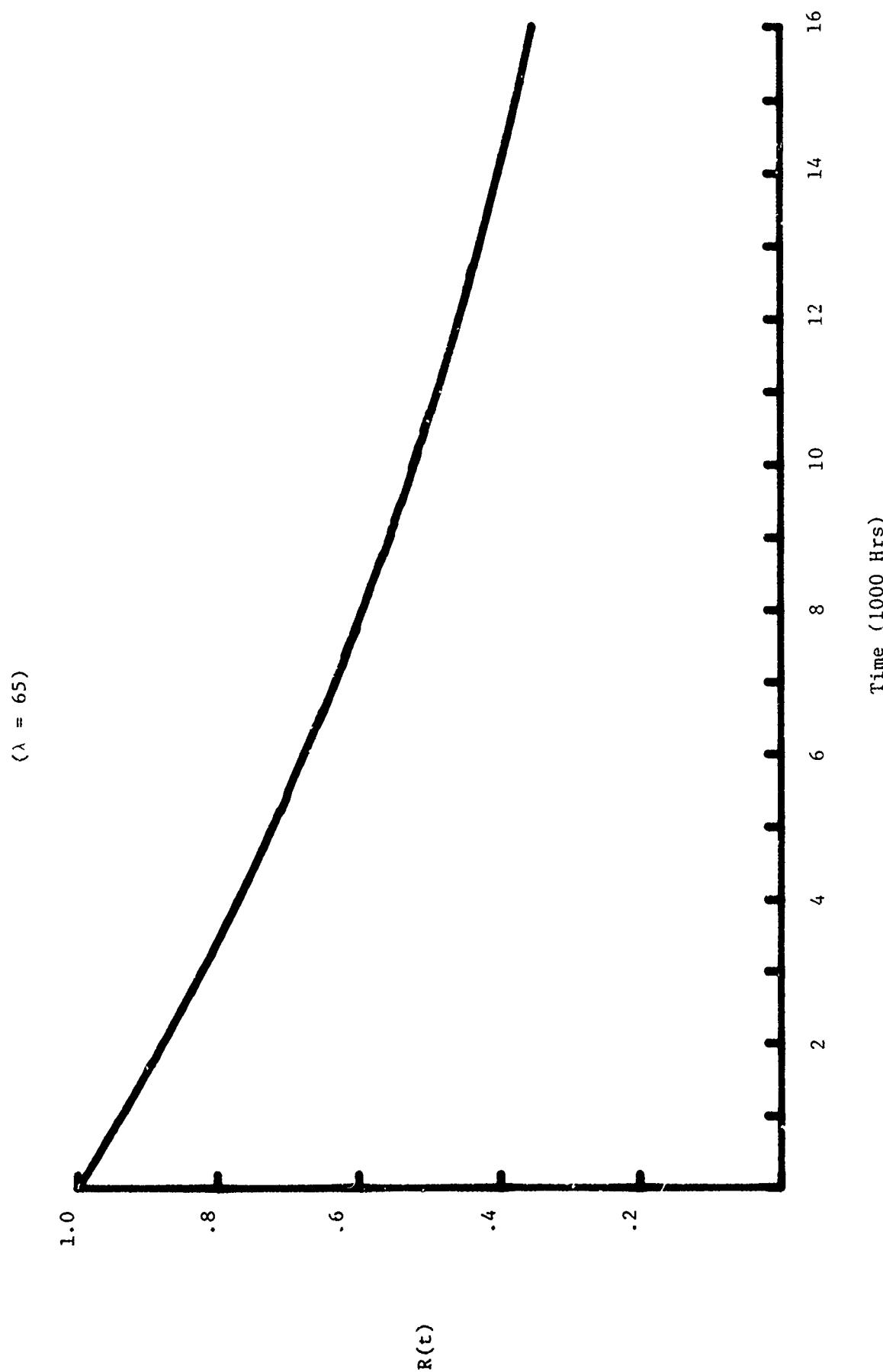


FIGURE A-22 4KM3000LR KLYSTRON RELIABILITY, $R(t)$

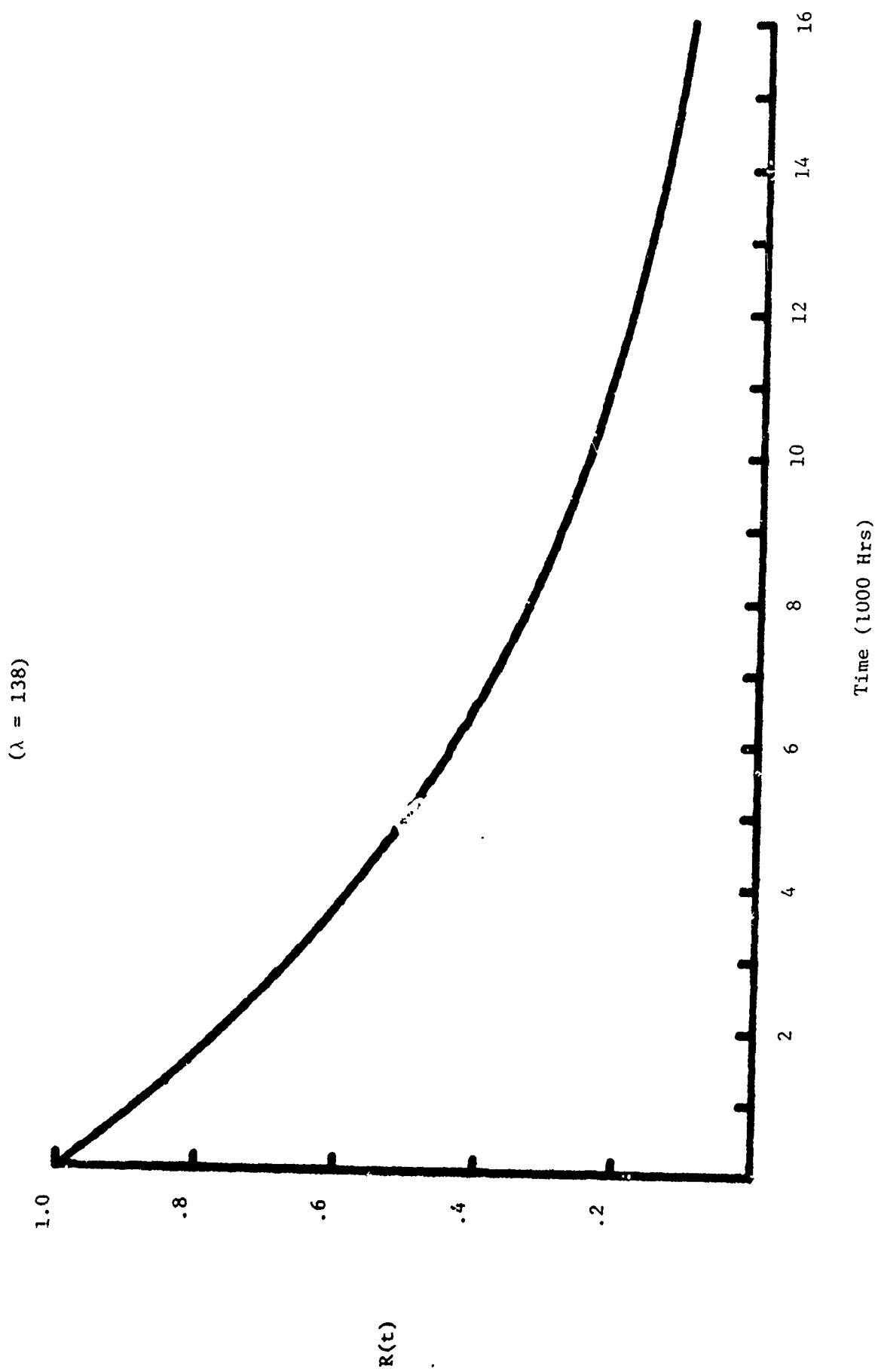


FIGURE A-23 3K3000LQ KLYSTRON RELIABILITY, $R(t)$

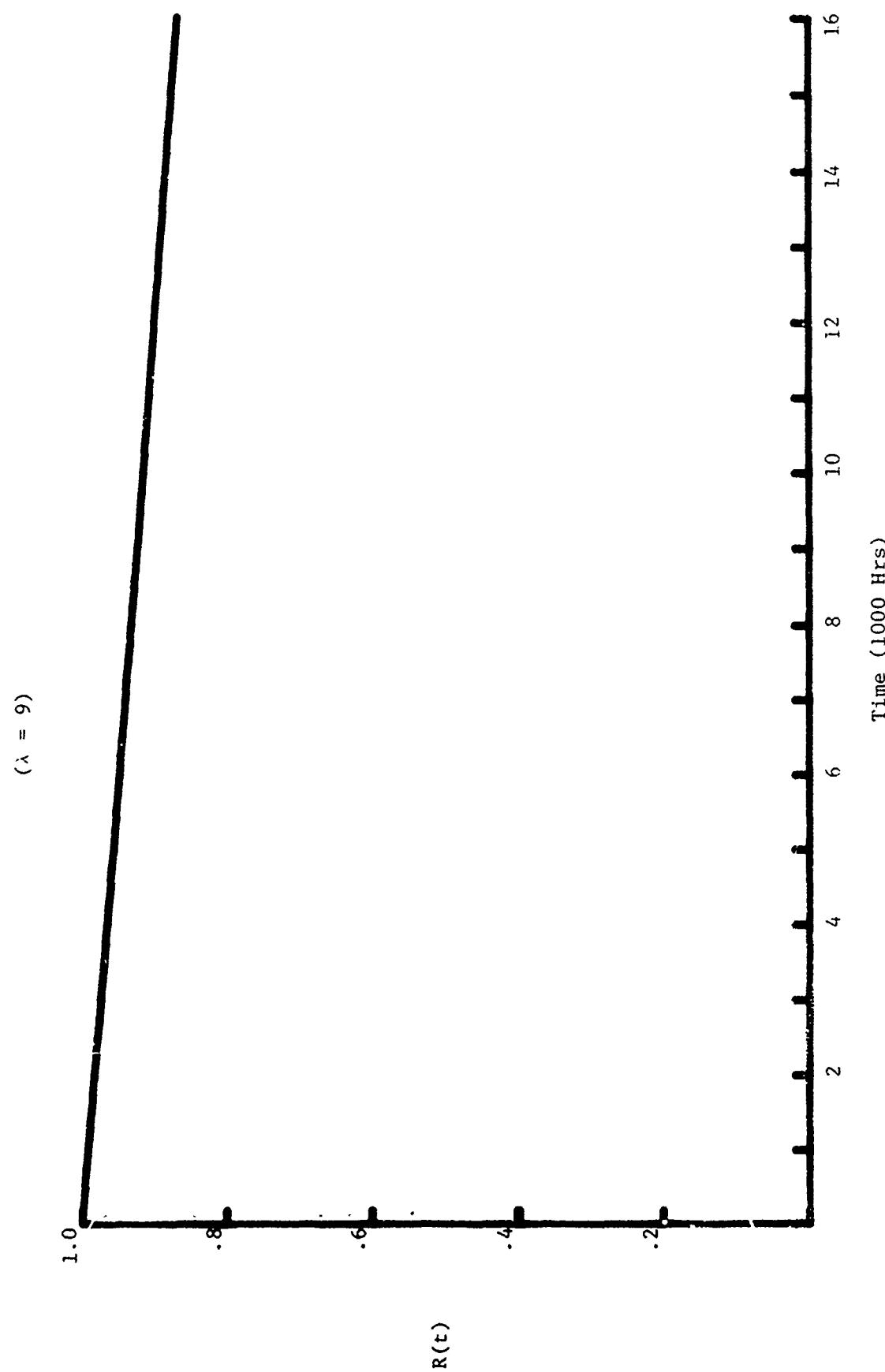


FIGURE A-24 3KM3000LA KLYSTRON RELIABILITY, $R(t)$

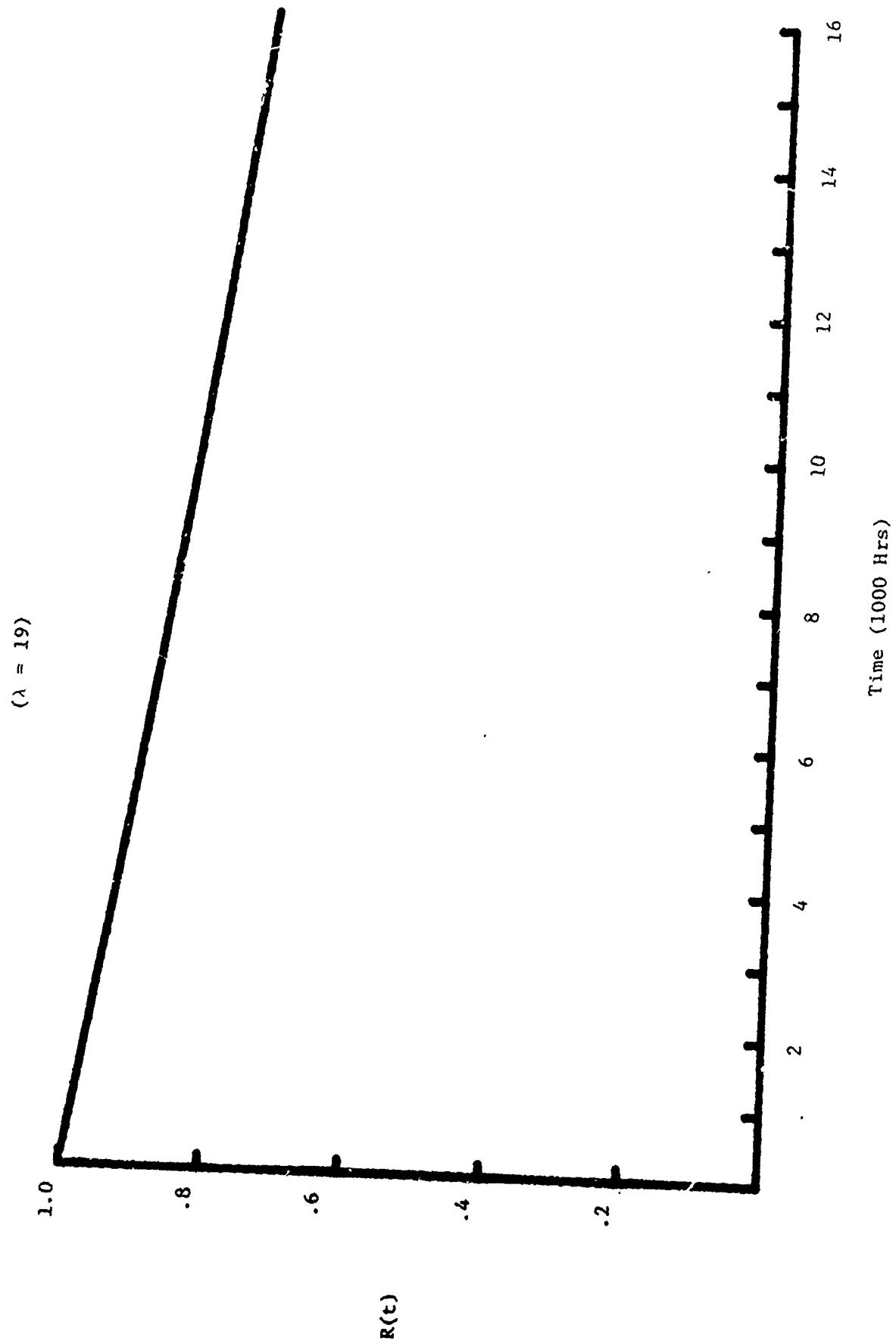


FIGURE A-25 4K3CC KLYSTRON RELIABILITY, $R(t)$

($\lambda = 605$)

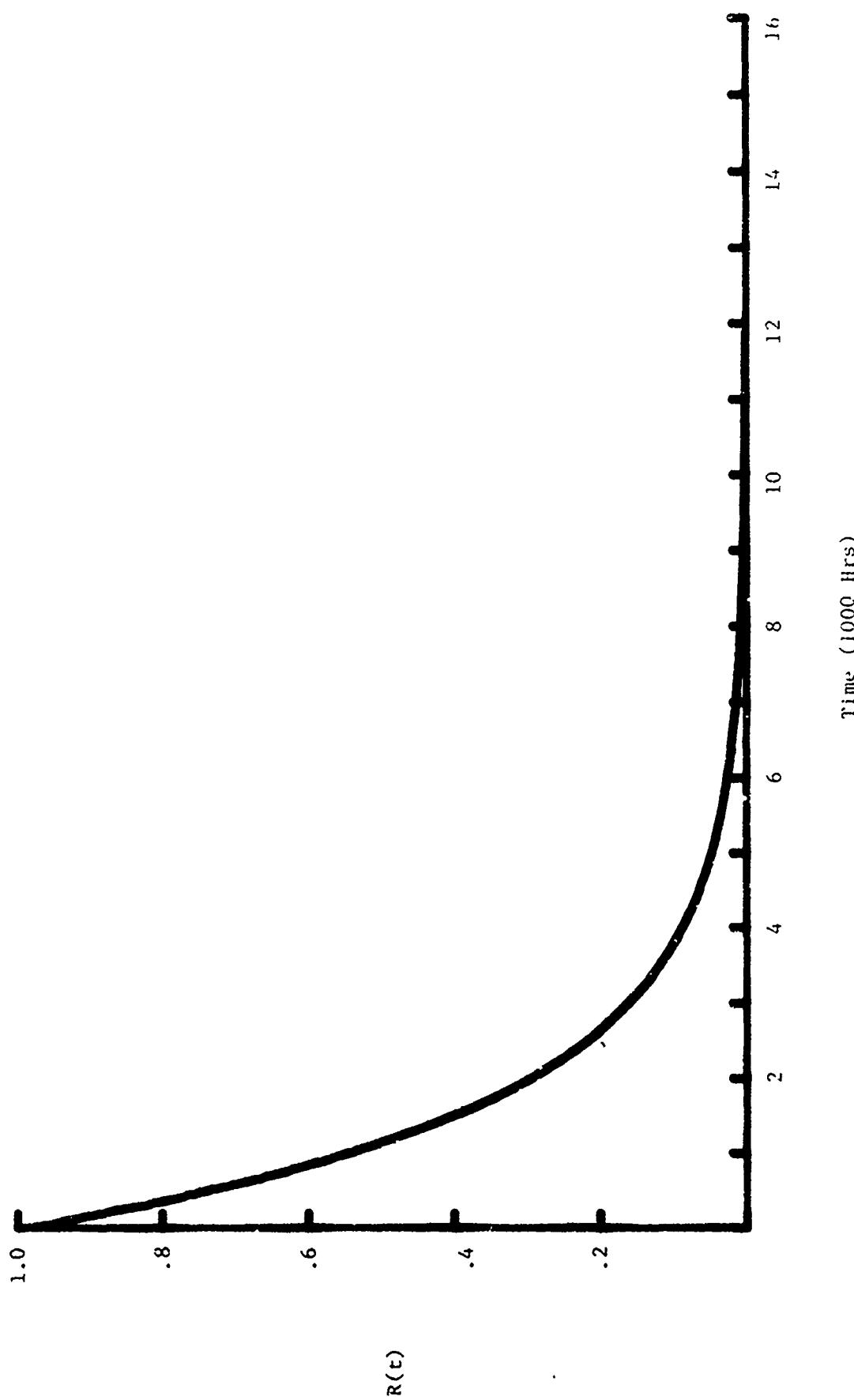


FIGURE A-26 VA888E KLYSTRON RELIABILITY, $R(t)$
($\lambda = 233$)

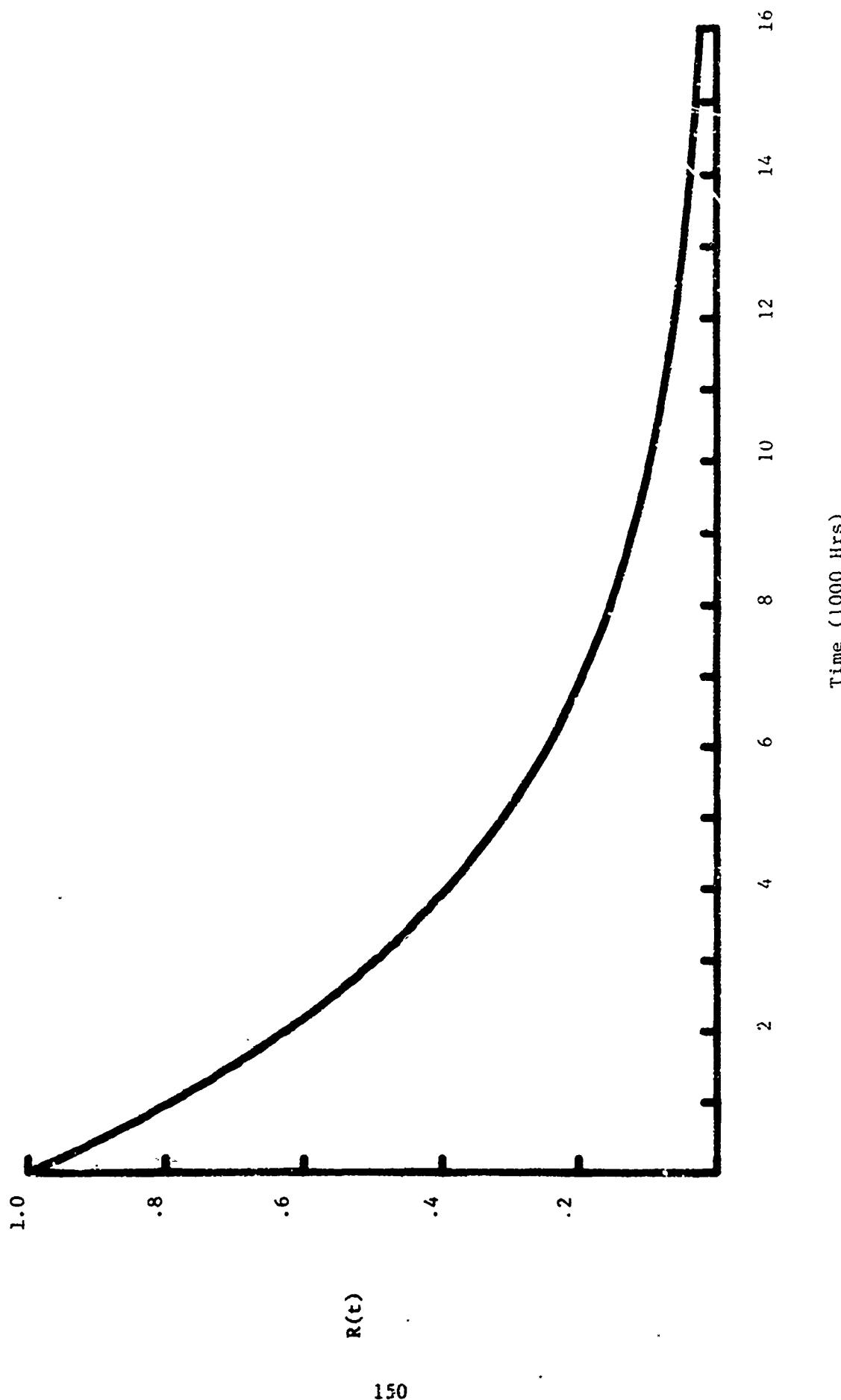
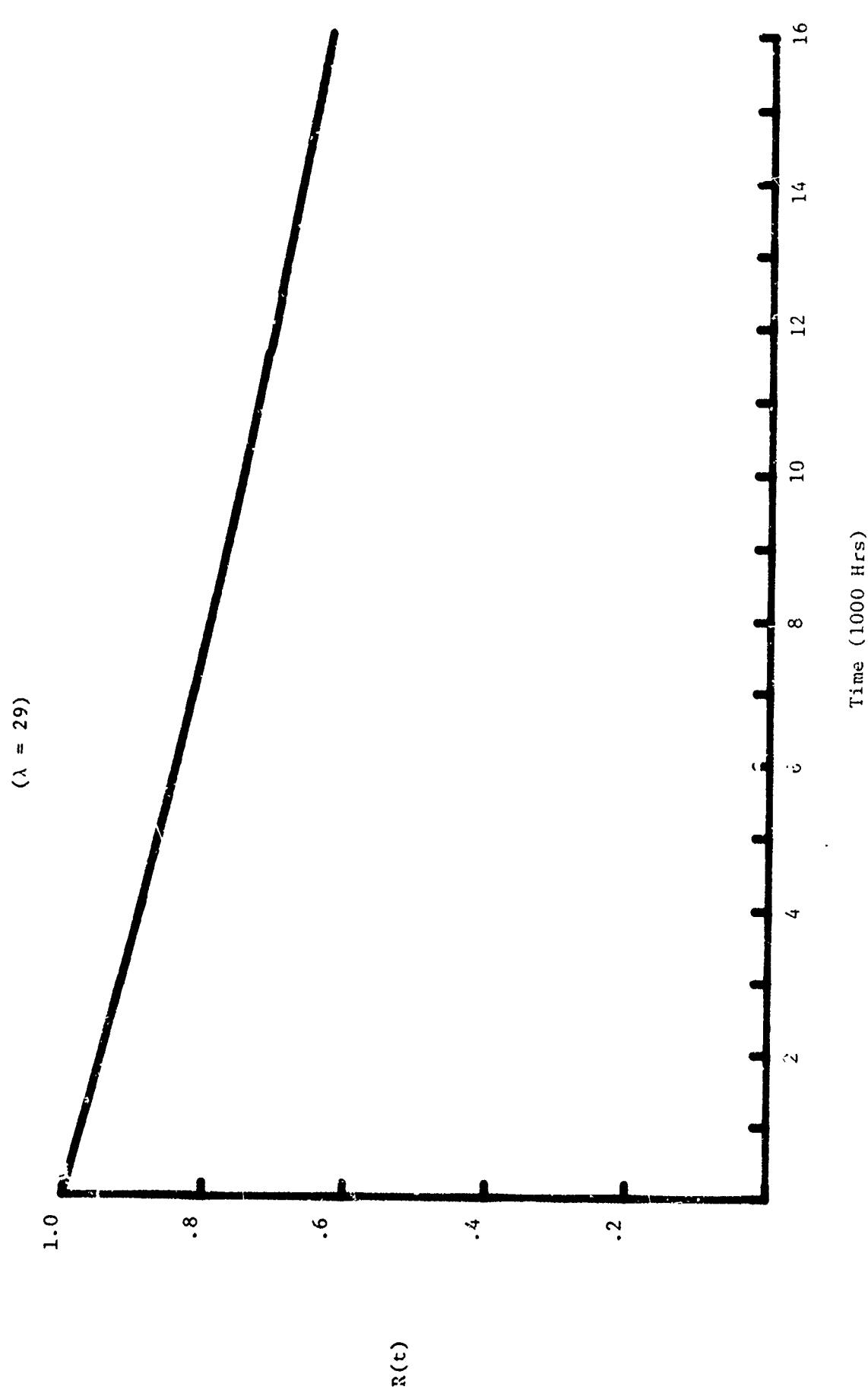


FIGURE A-27 4K3SK KLYSTRON RELIABILITY, $R(t)$



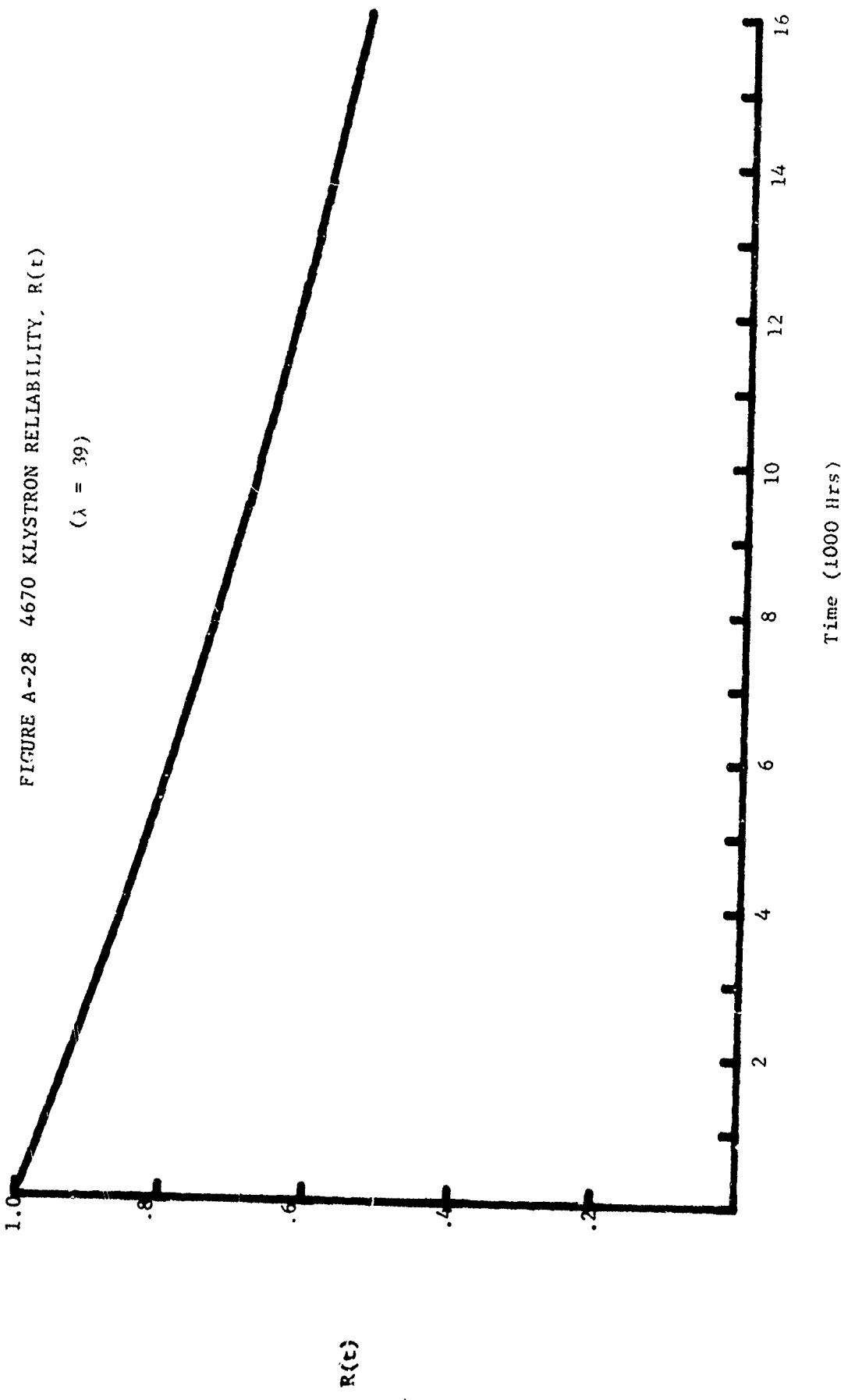
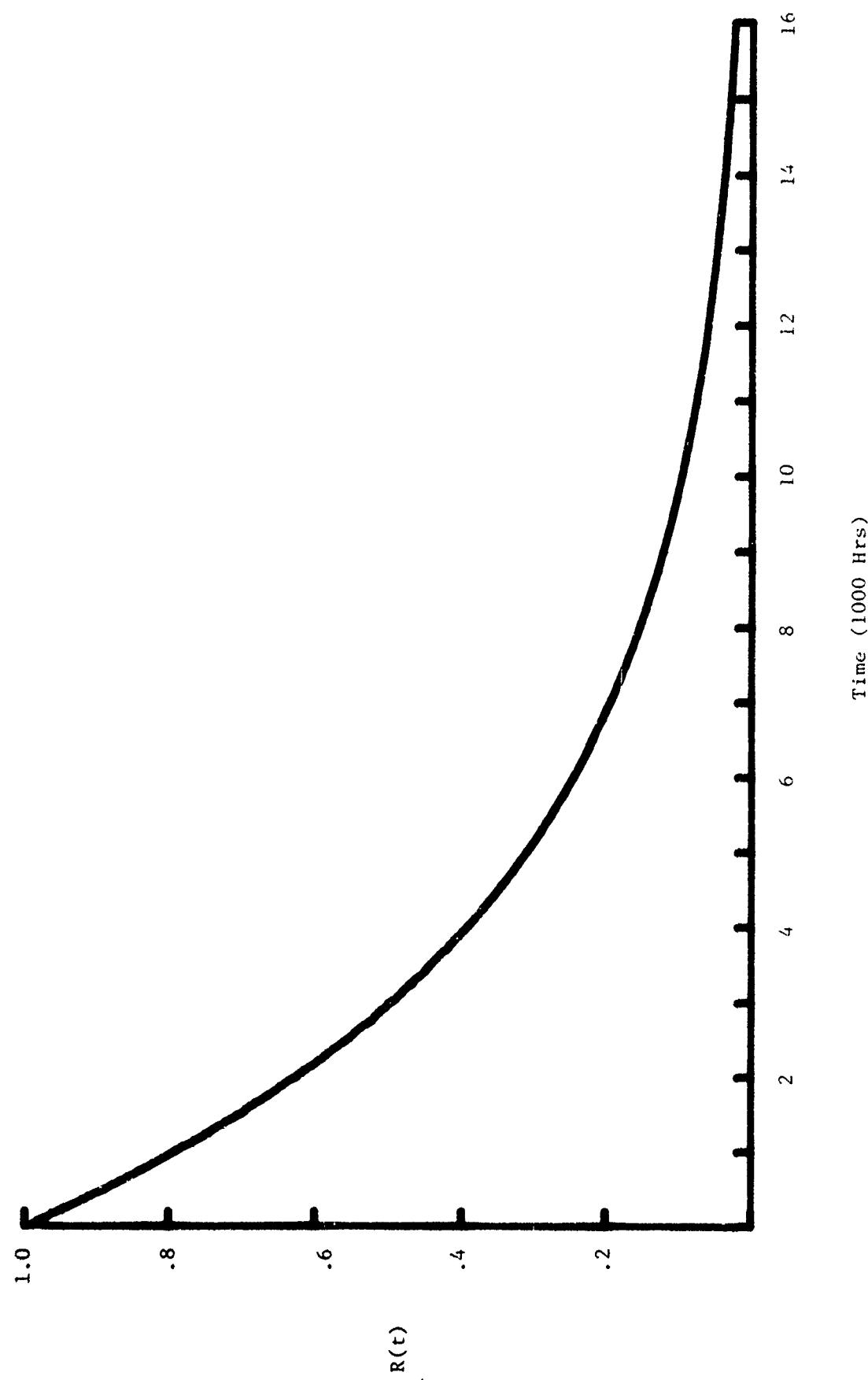


FIGURE A-29 8568 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 234$)



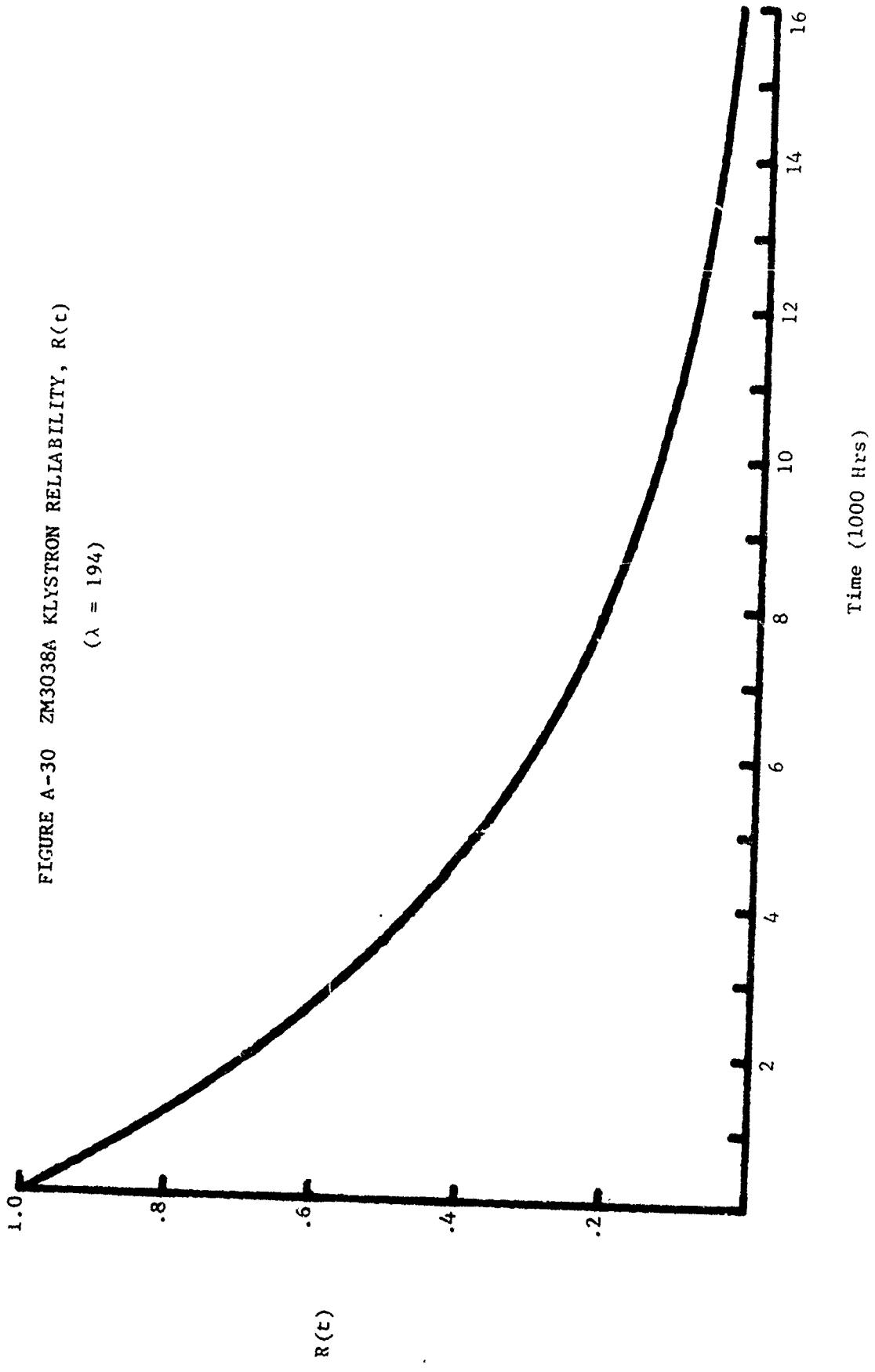


FIGURE A-31 L3250 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 69$)

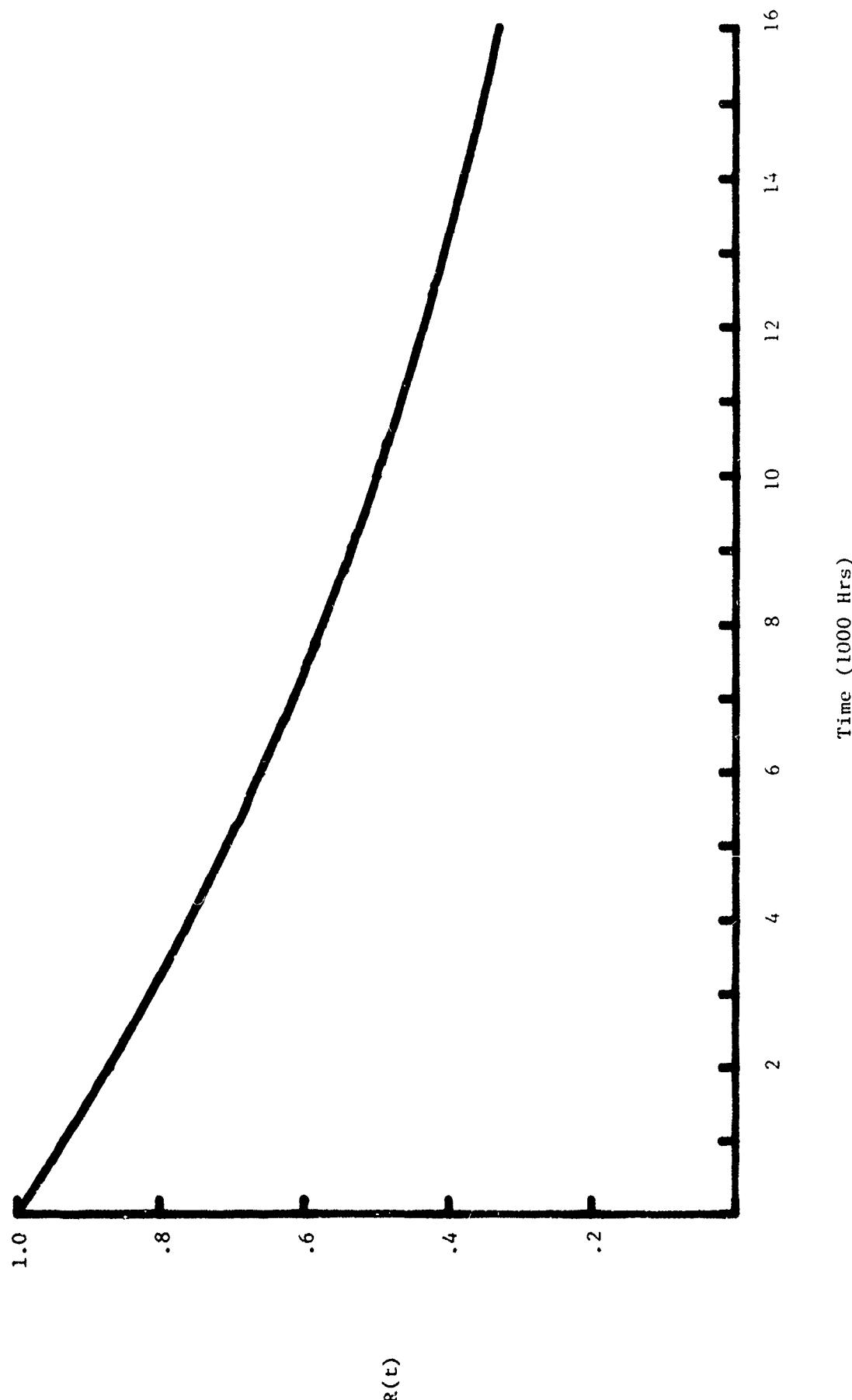


FIGURE A-32 25010A KLYSTRON RELIABILITY, $R(t)$
($\lambda = 150$)

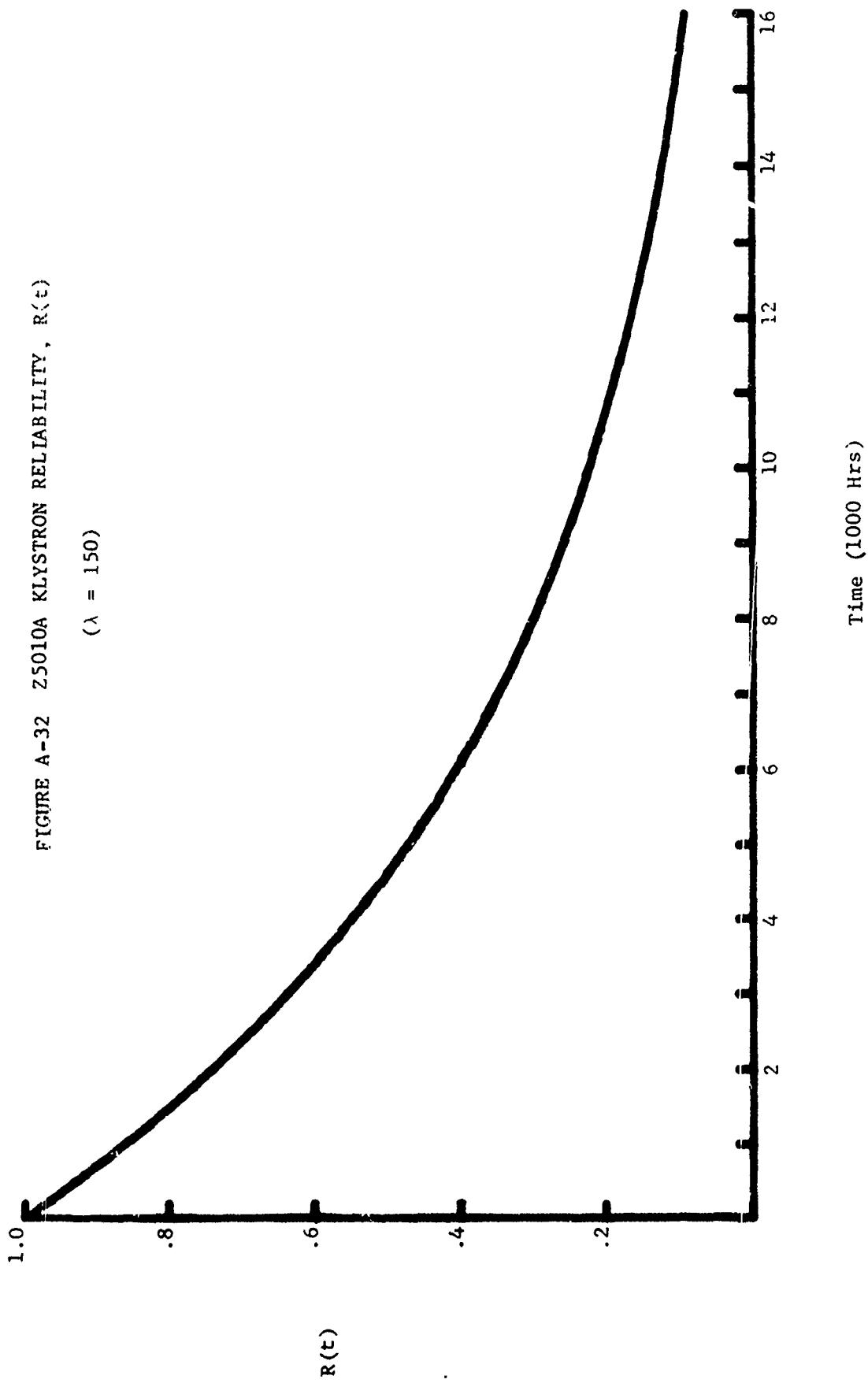


FIGURE A-33 SAC42A KLYSTRON RELIABILITY, $R(t)$

($\lambda = 102$)

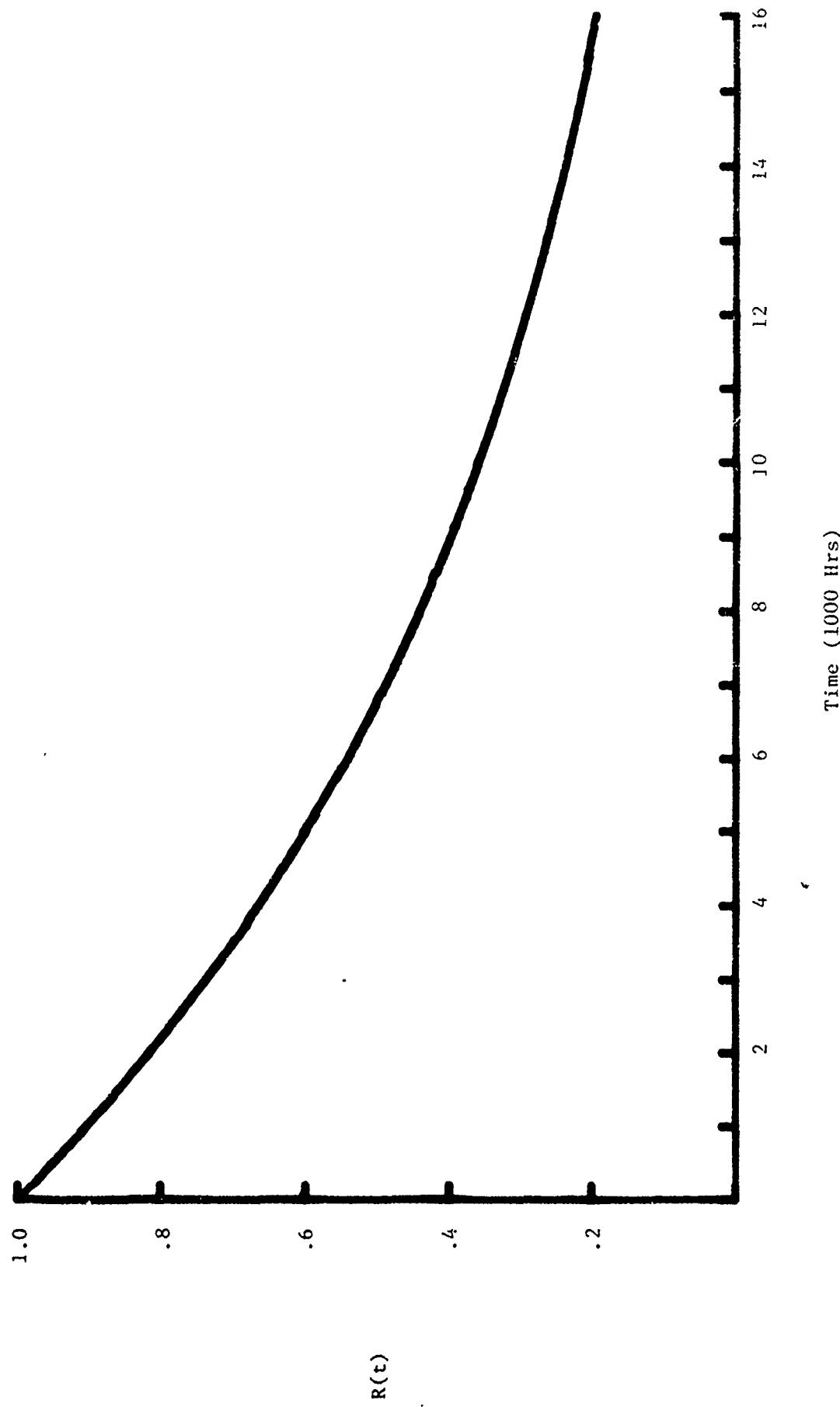


FIGURE A-34 X780D KLYSTRON RELIABILITY, $R(t)$

($\lambda = 337$)

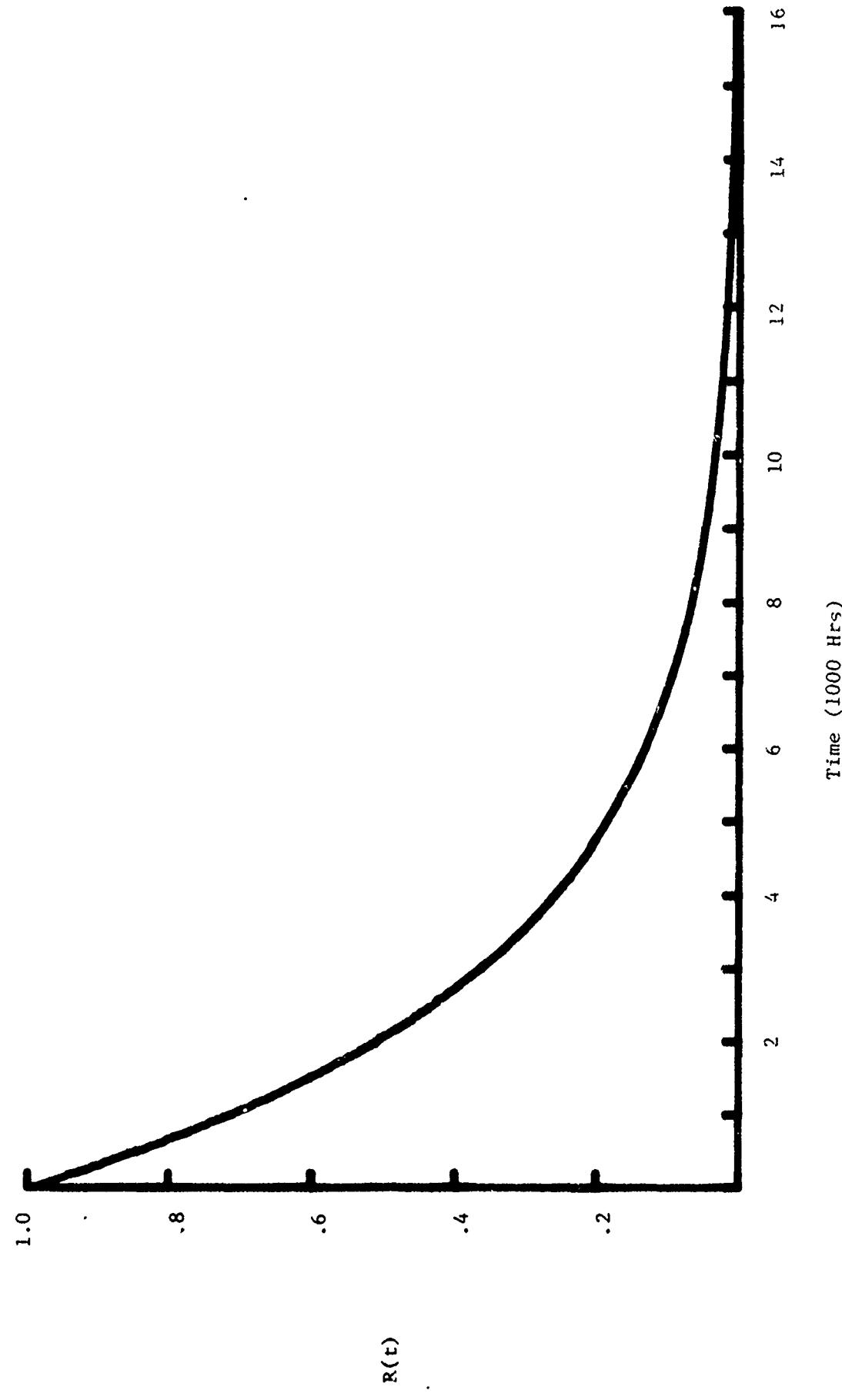


FIGURE A-35 1.30 35 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 66$)

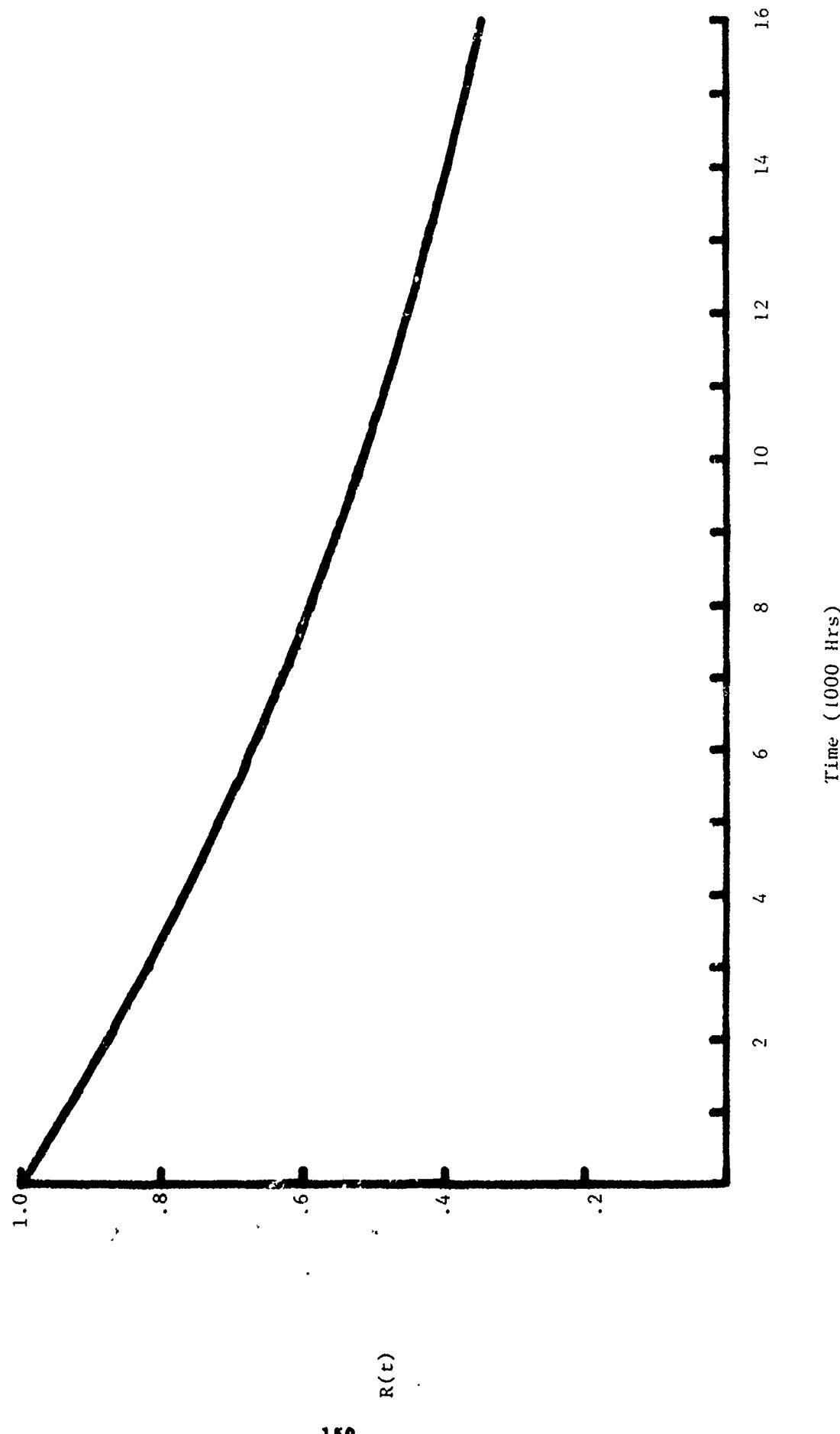


FIGURE A-36 VA842 KLYSTRON RELIABILITY, $R(t)$

($\lambda = 1.8$)

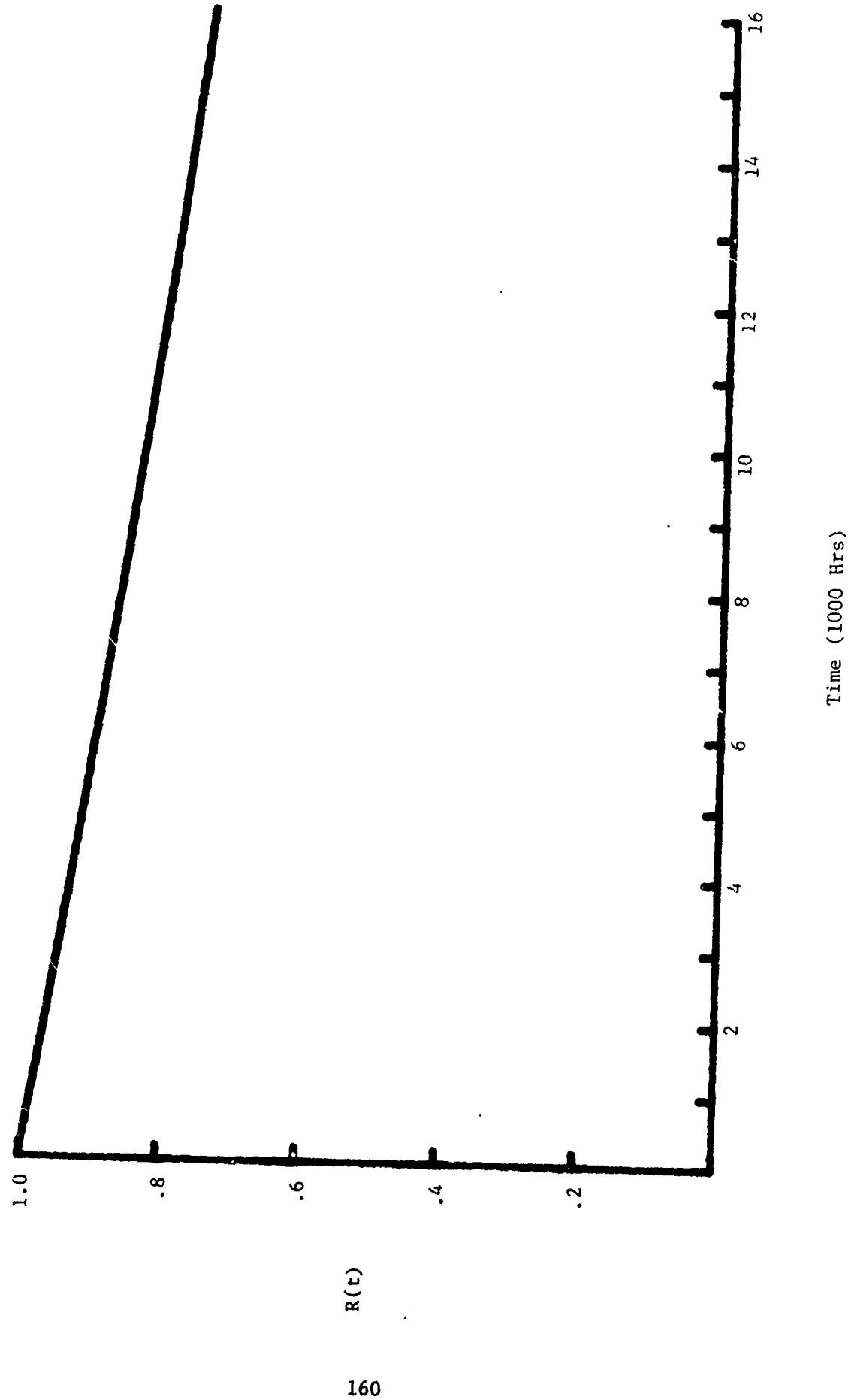


FIGURE A-37 13403 KLYSTRON RELIABILITY, $R(t)$

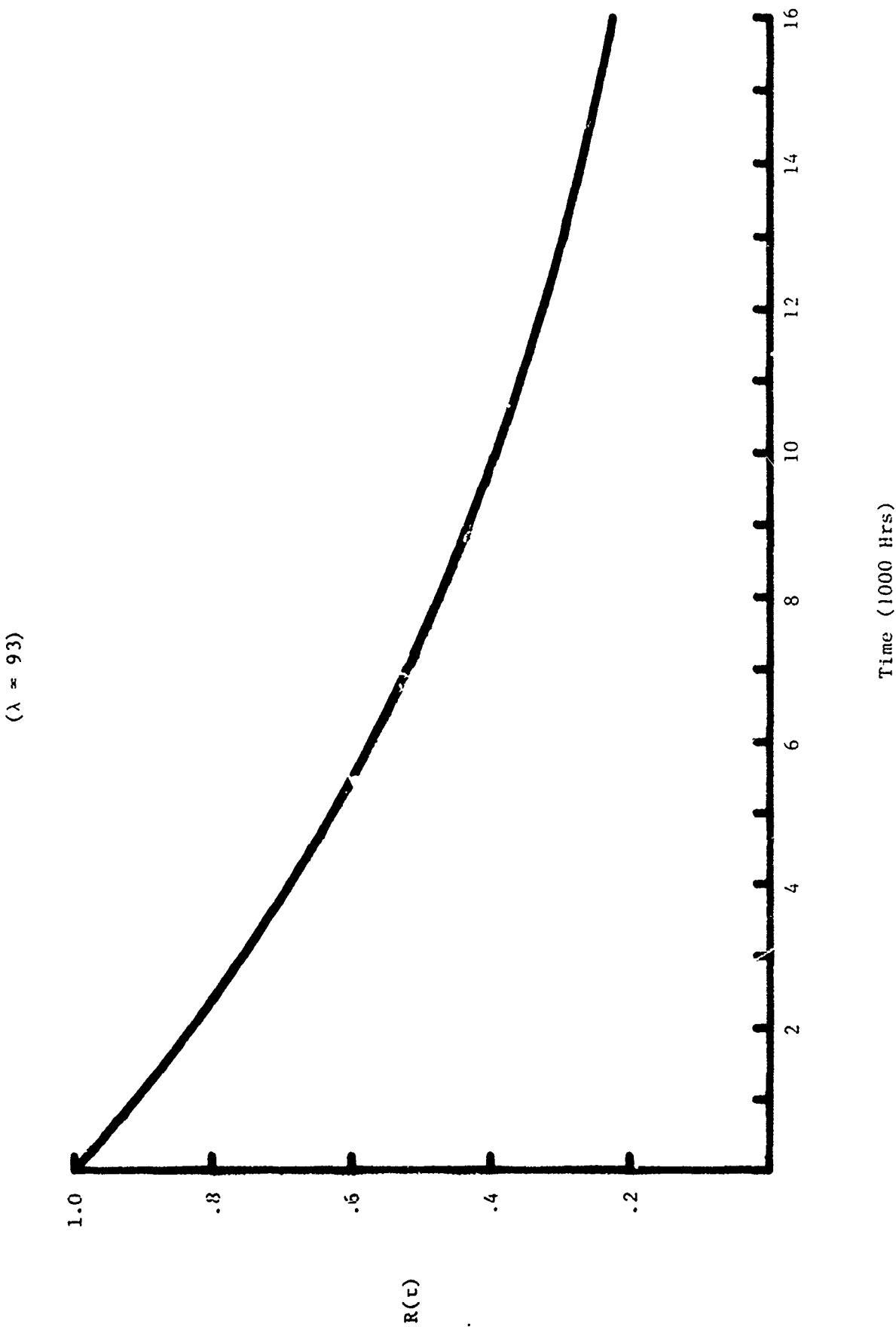


FIGURE A-38 4KMP1000OLF KLYSTRON RELIABILITY, $R(t)$

($\lambda = 4.3$)

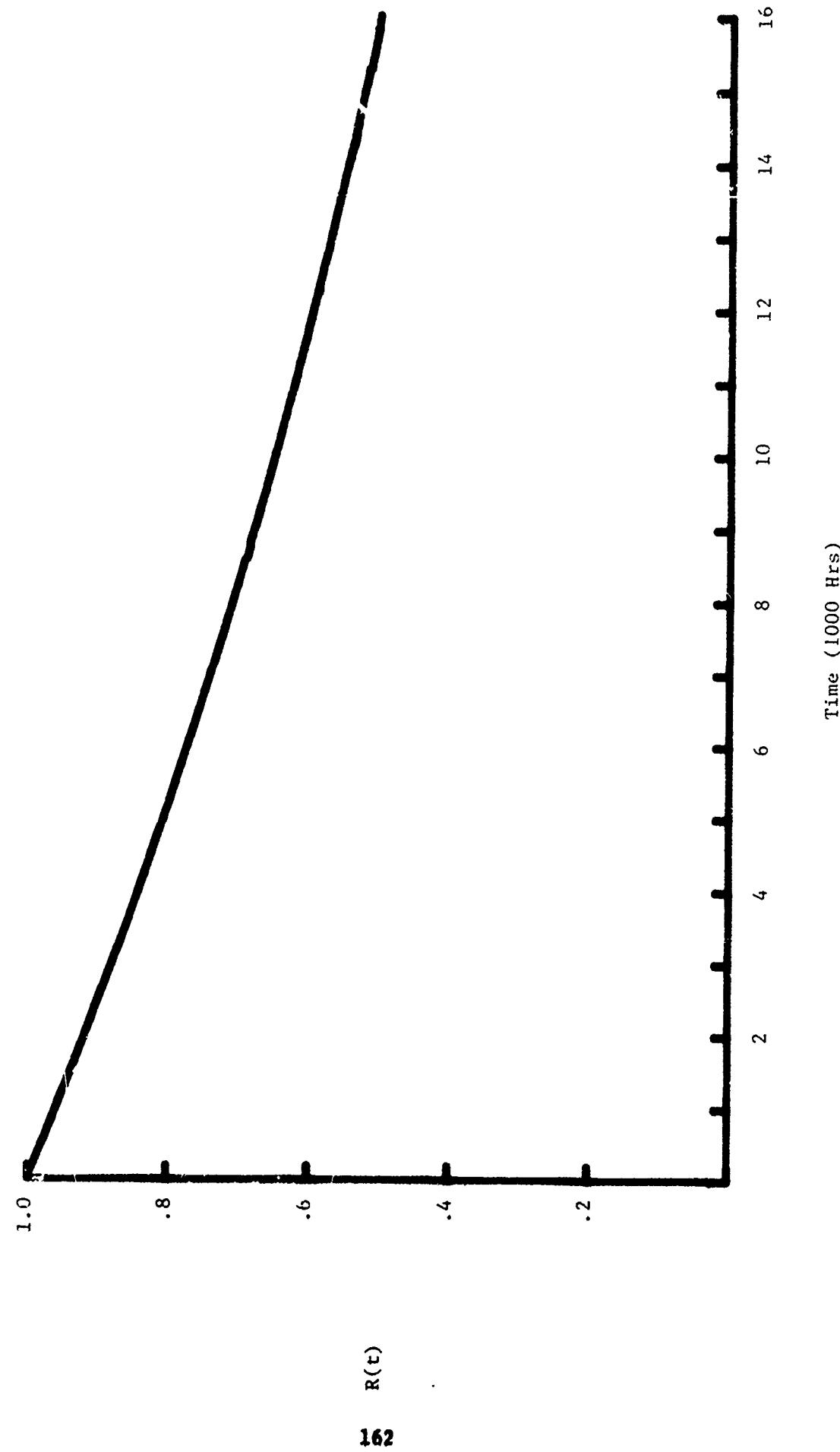


FIGURE A-39 VTR5210A1 TRAVELING WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 145$)

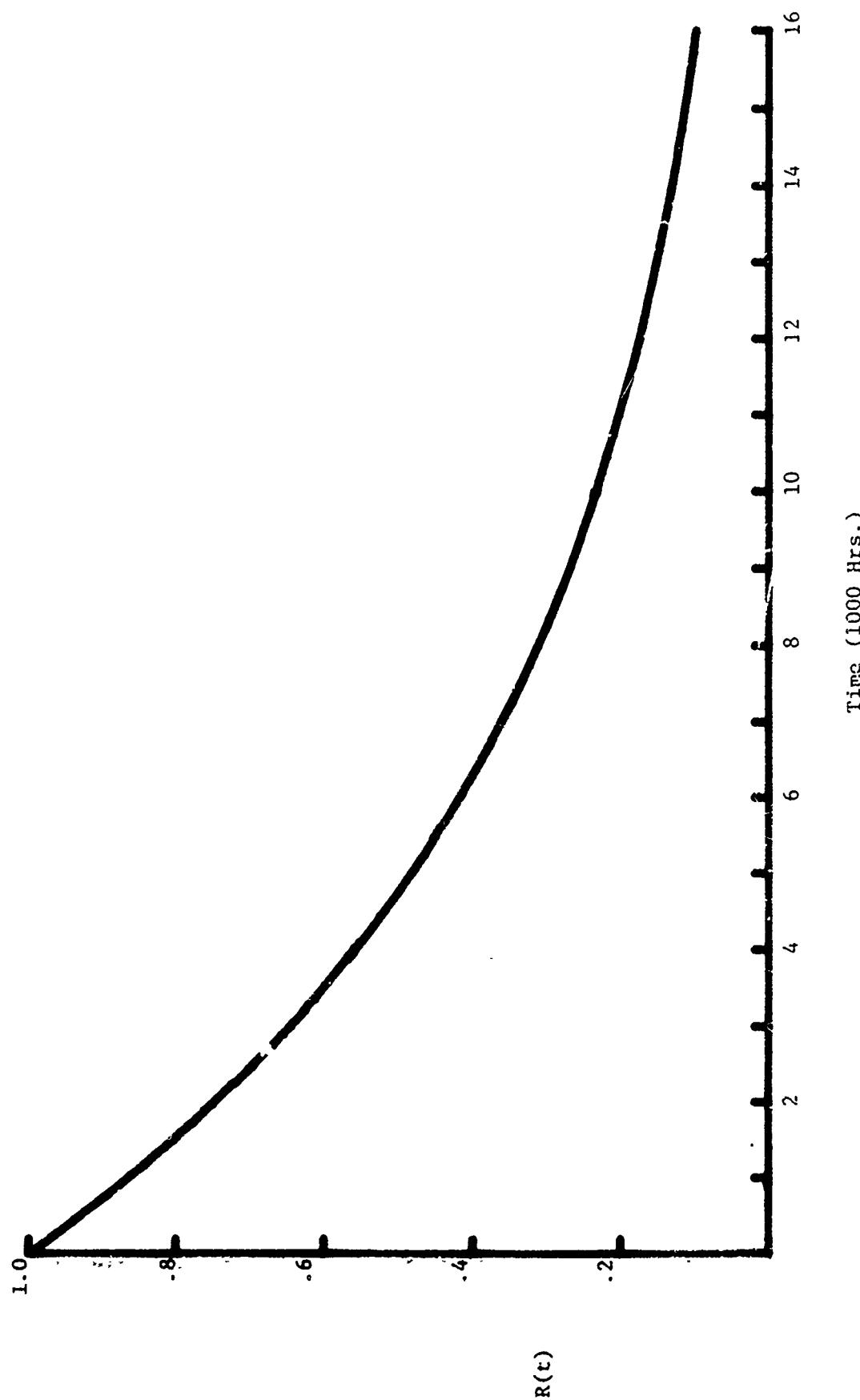


FIGURE A-40 ZM3167 TRAVELING WAVE TUBE RELIABILITY, $R(t)$

($\lambda = 88$)

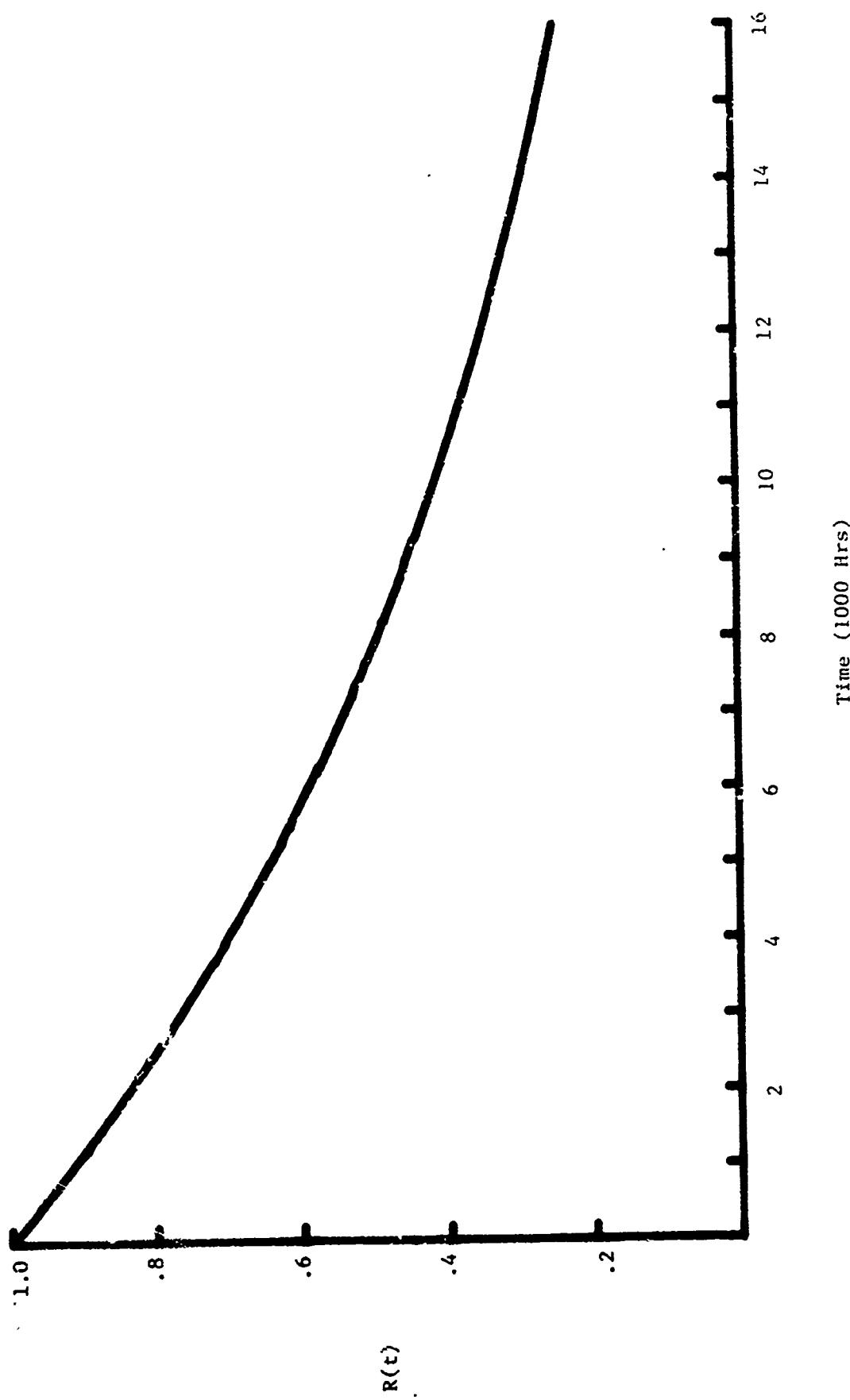


FIGURE 1-41 MA230: A TRAVELING WAVE TUBE RELIABILITY, $R(t)$
 $(\lambda = 165)$

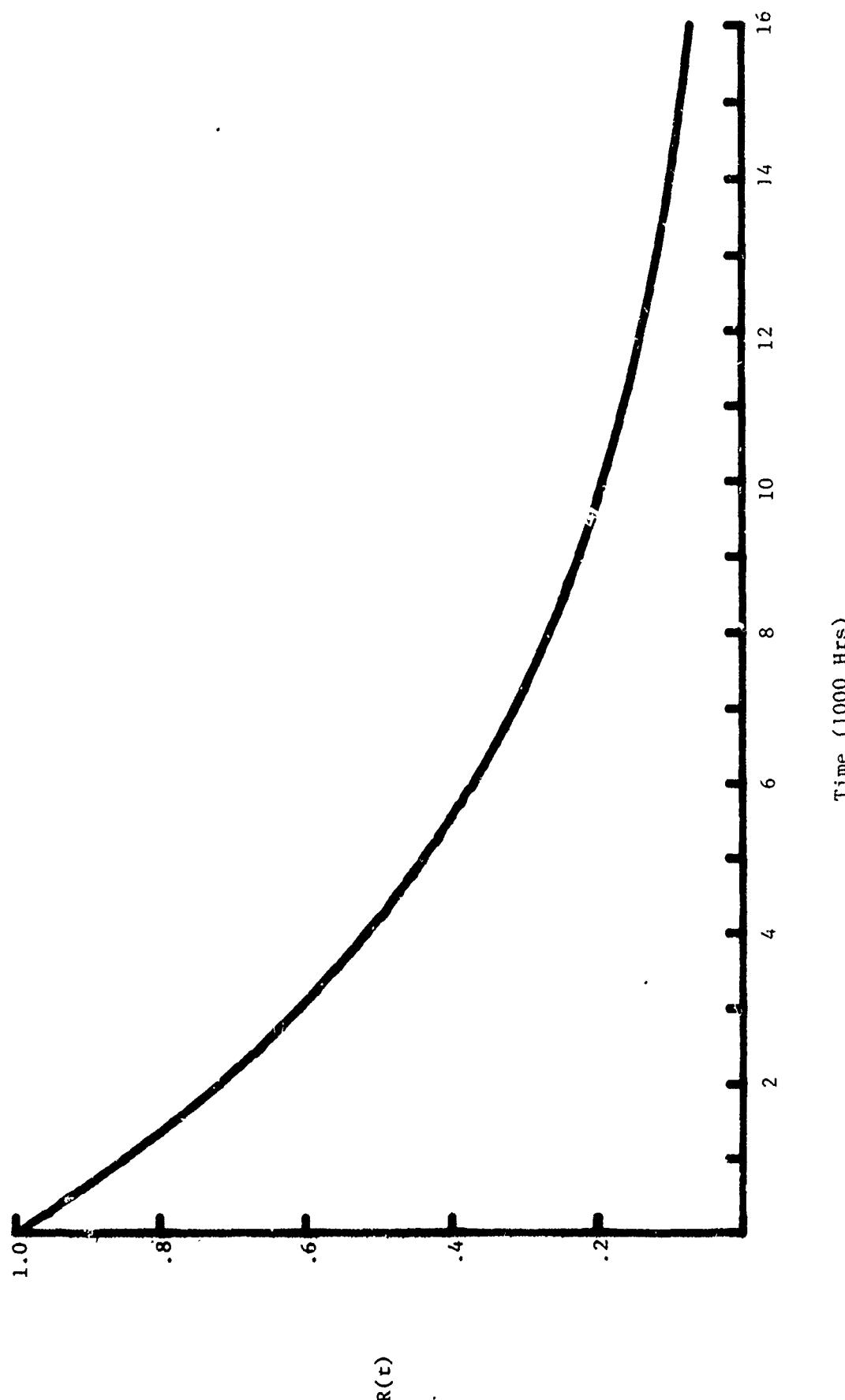


FIGURE A-42 VAL38D TRAVELING WAVE TUBE RELIABILITY, $R(t)$
 $(\lambda = 53)$

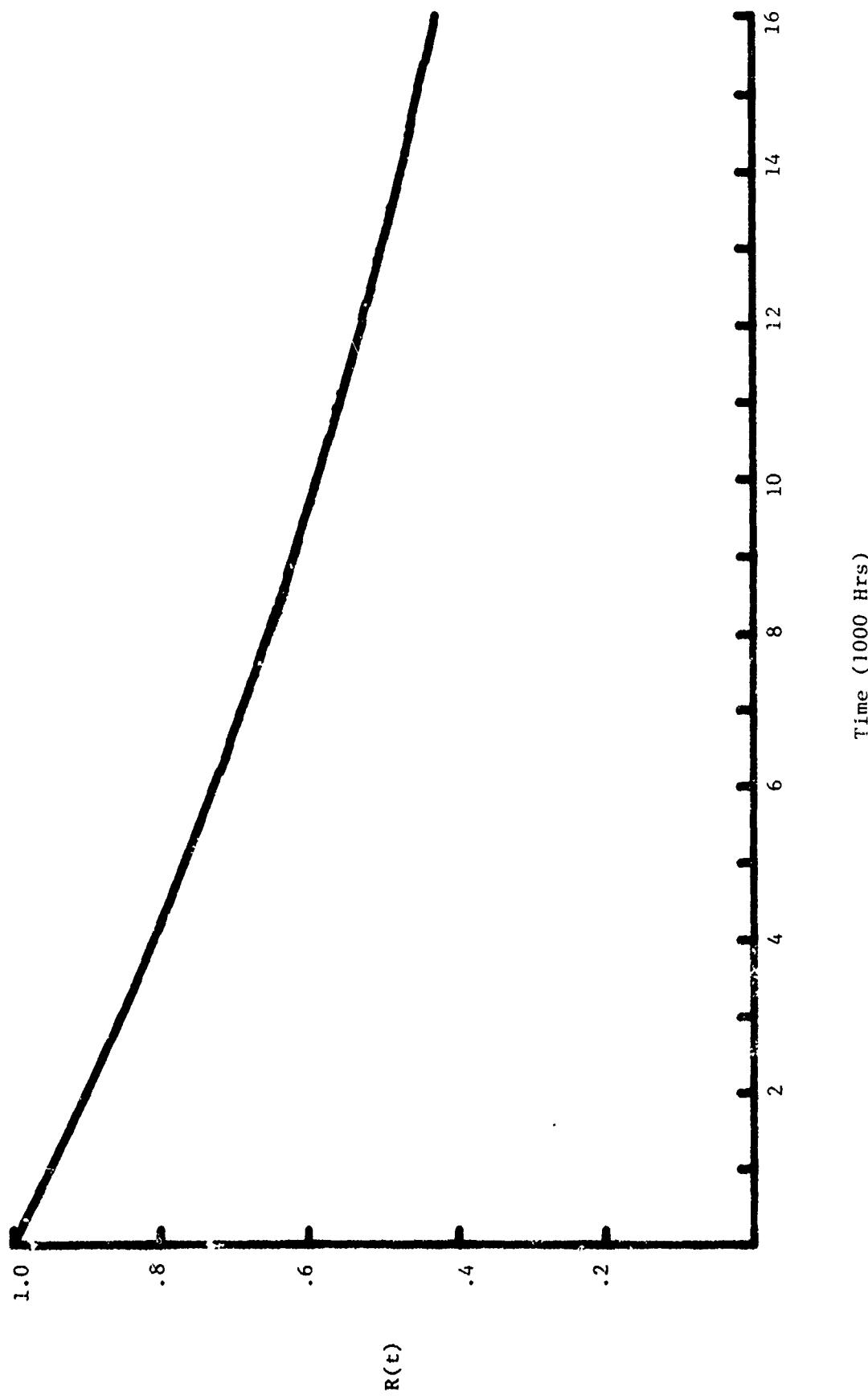


FIGURE A-43 WJ3751 TRAVELING: WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 90$)

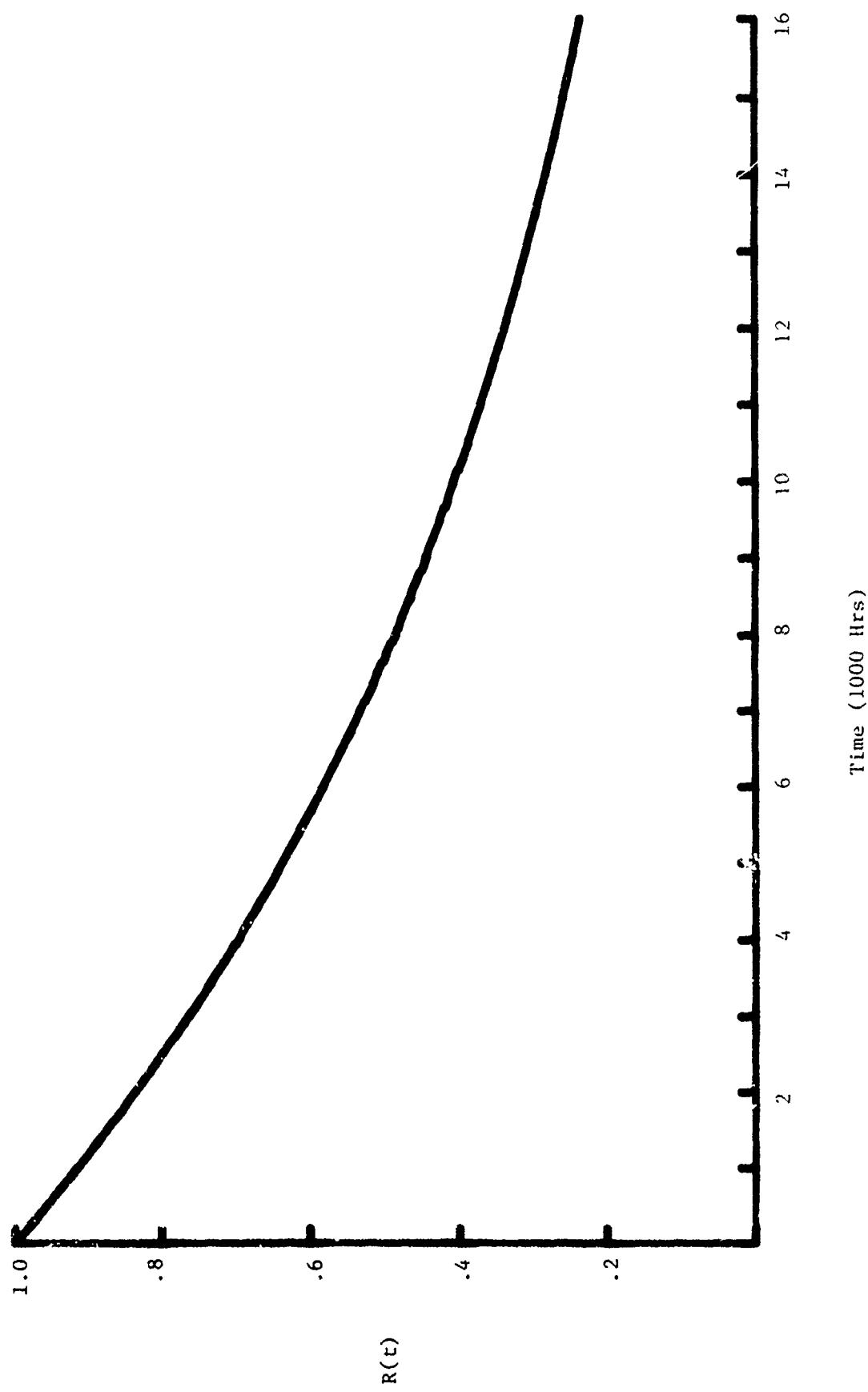


FIGURE A-44 M5768 TRAVELLING WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 2203$)

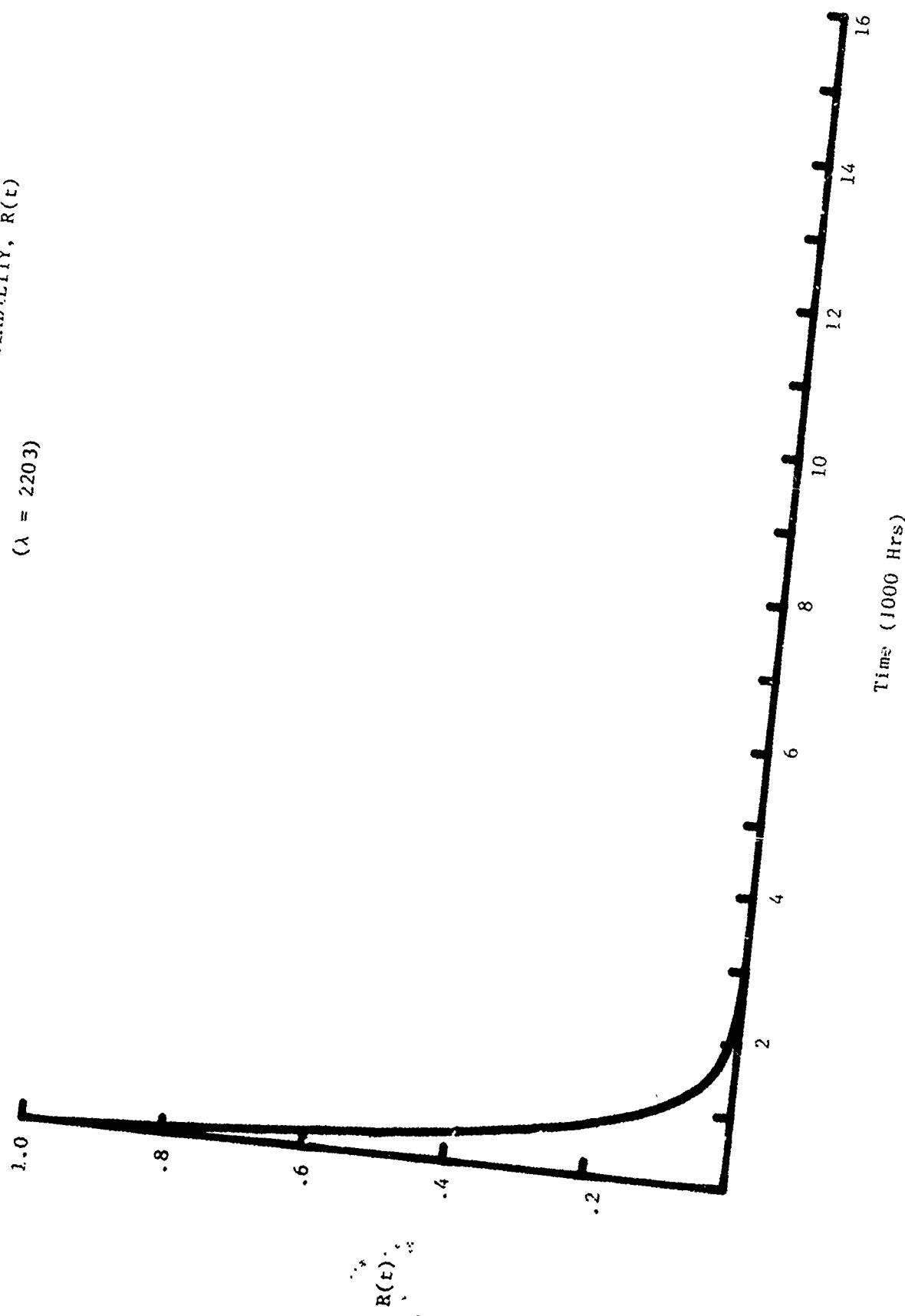


FIGURE A-45 VA643 TRAVELING WAVE TUBE RELIABILITY, $R(t)$

($\lambda = 607$)

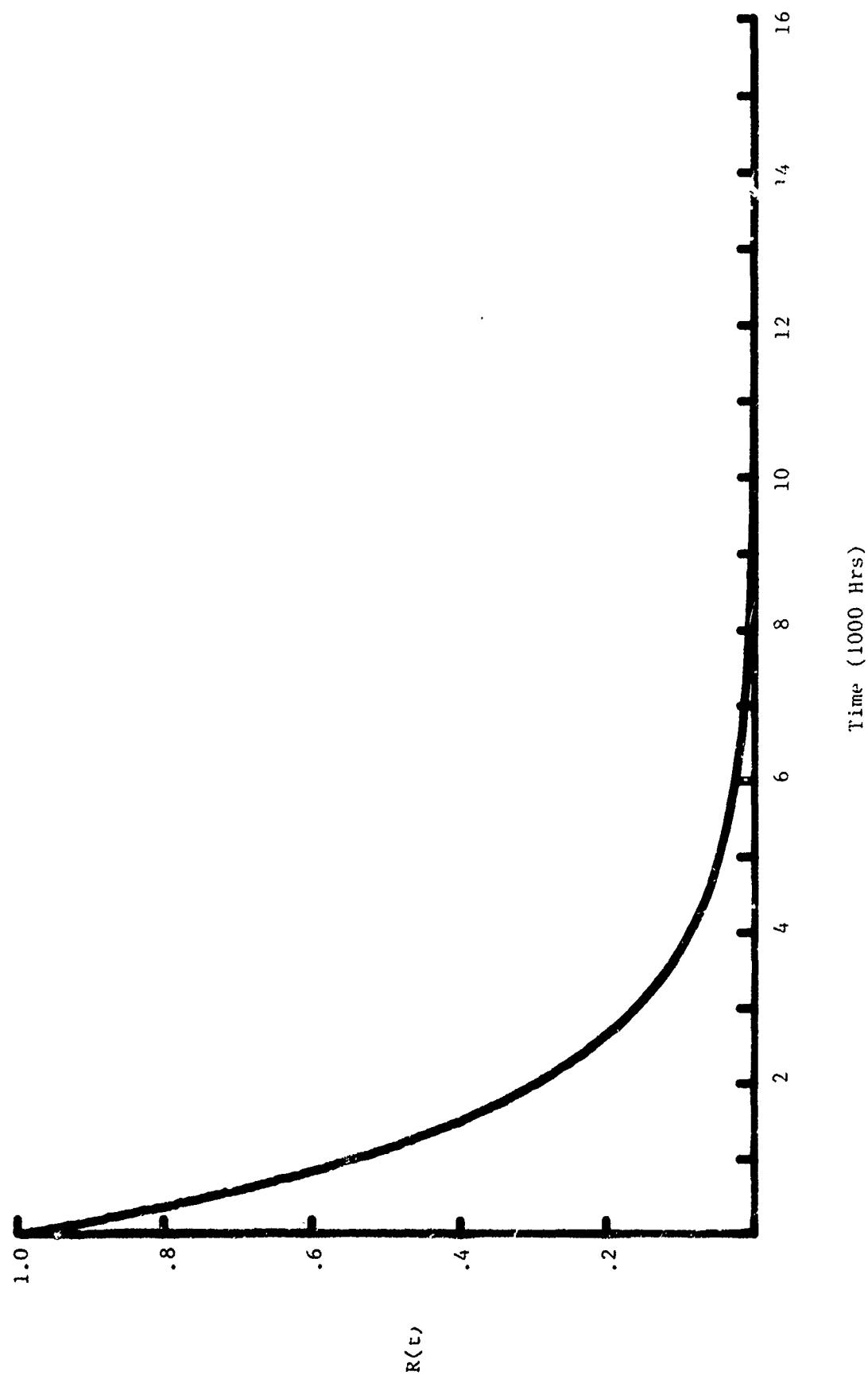


FIGURE A-46 ALQ94HB TRAVELING WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 4530$)

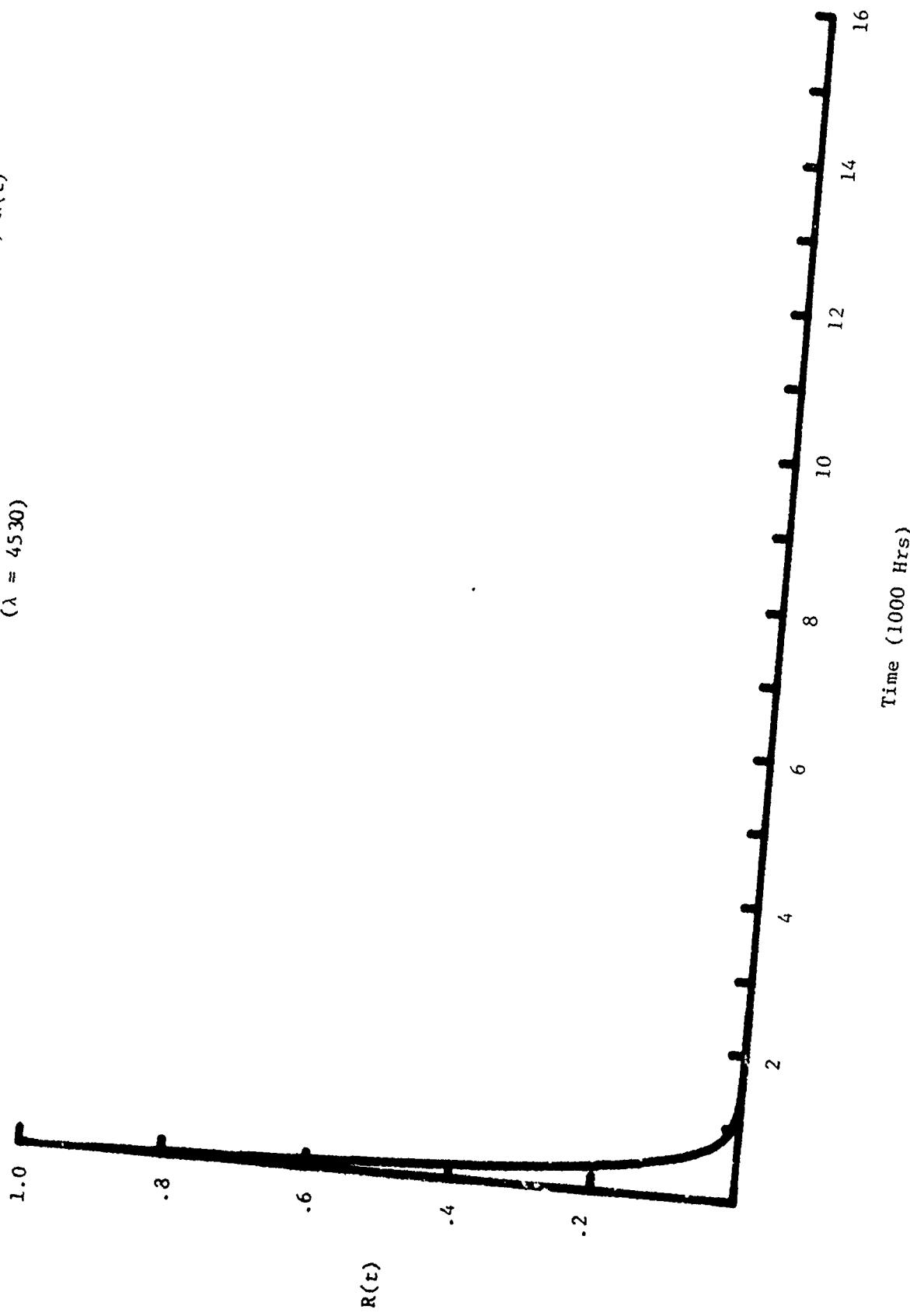


FIGURE A-47 ALQ94MB TRAVELING WAVE TUBE RELIABILITY, $R(\tau)$

($\lambda = 4470$)

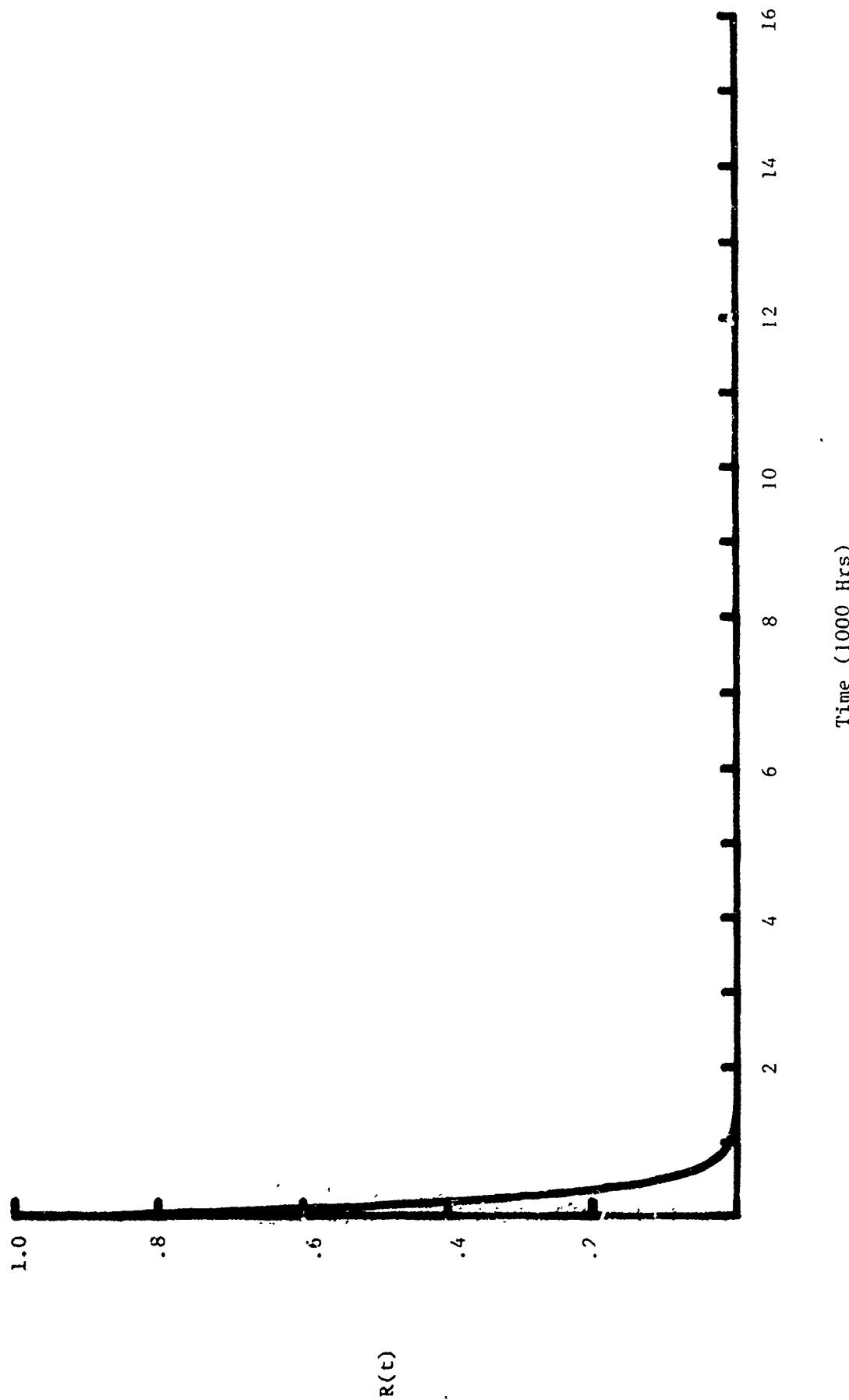


FIGURE A-43 ALQ94LB TRAVELING WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 1865$)

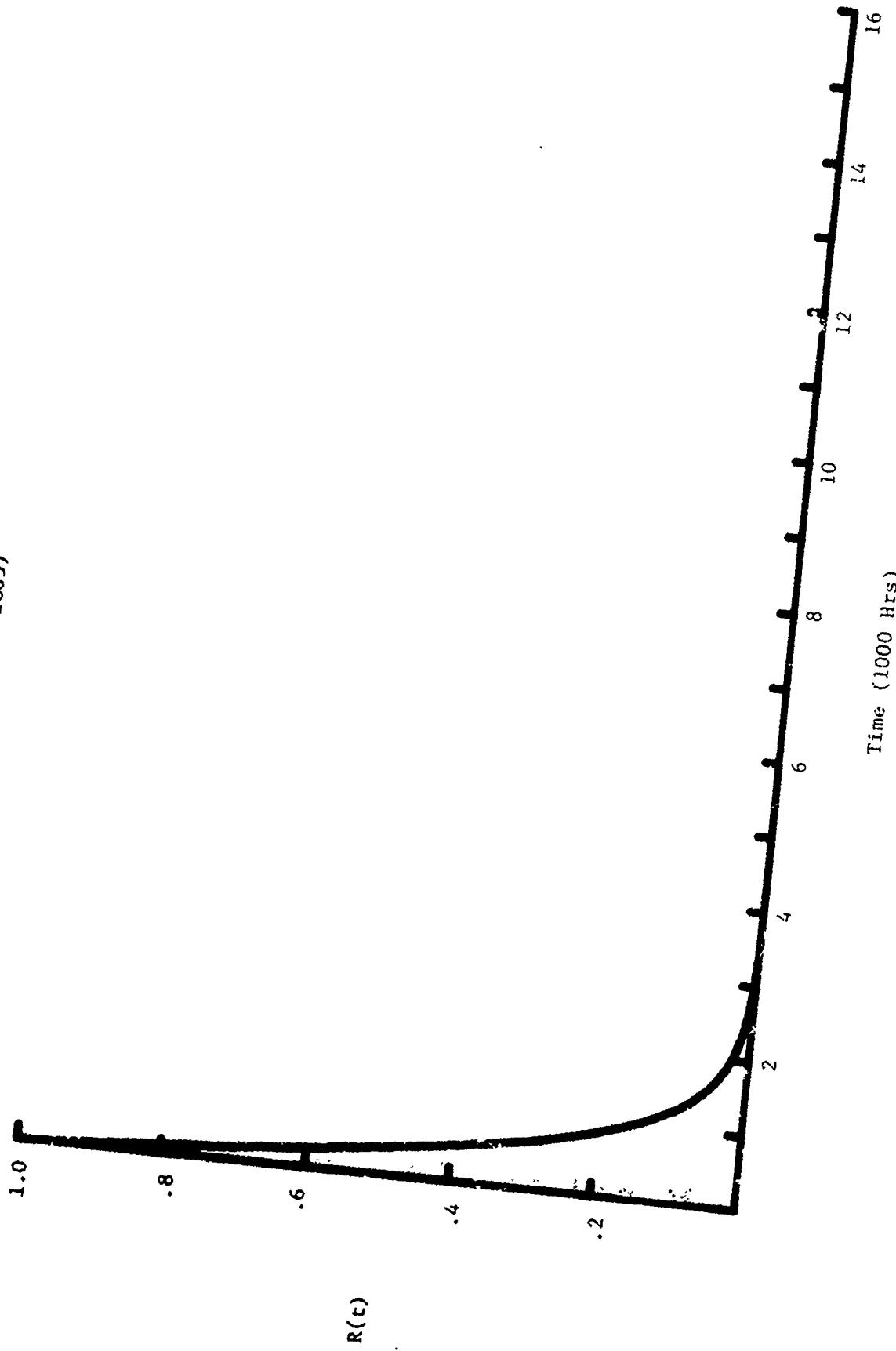


FIGURE A-49 ALQ101MB TRAVELING WAVE TUBE RELIABILITY, $R(t)$
 $(\lambda \approx 4350)$

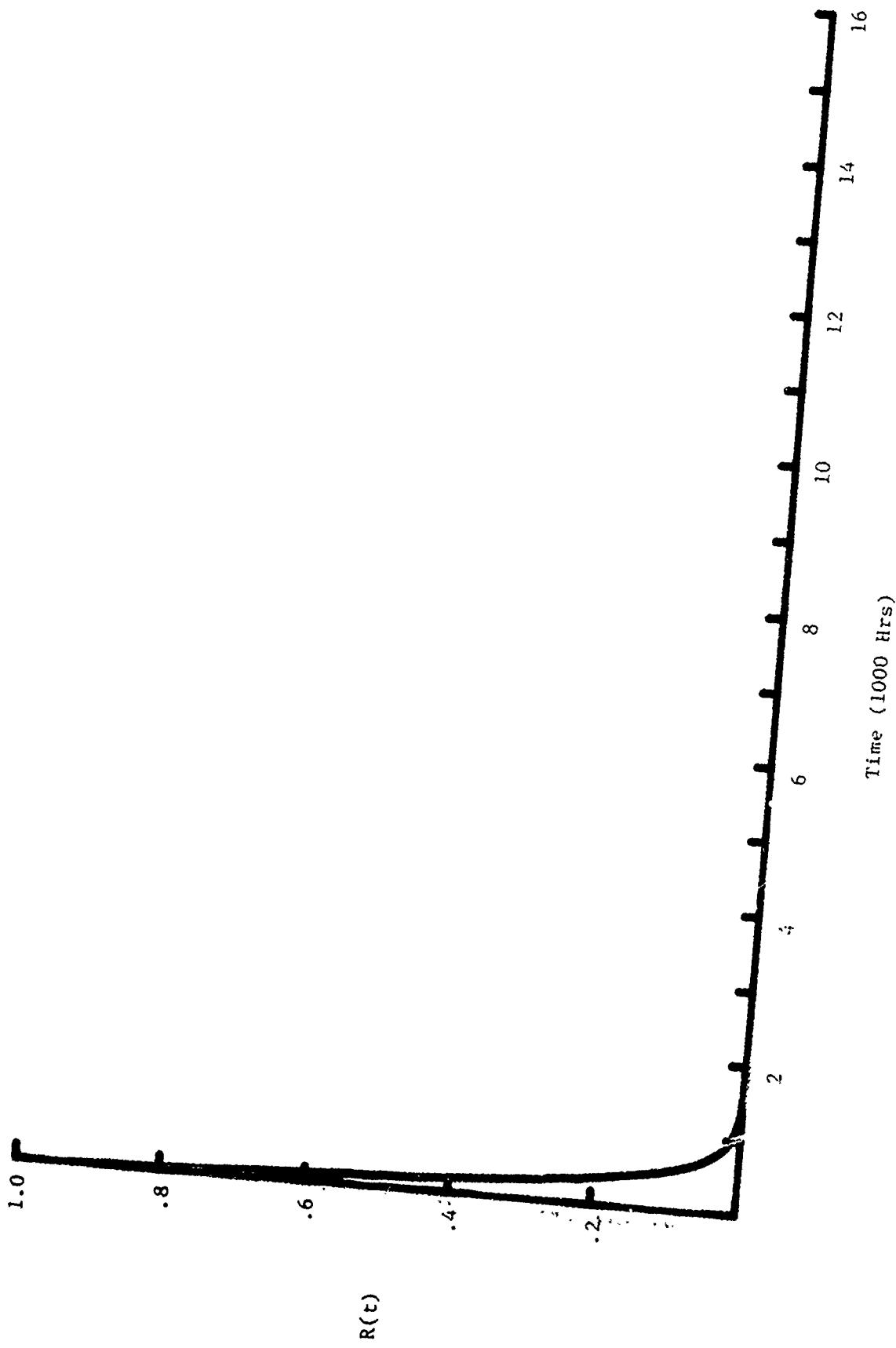


FIGURE A-50 ALQ101LB TRAVELING WAVE TUBE RELIABILITY, $R(t)$

($\lambda = 4350$)

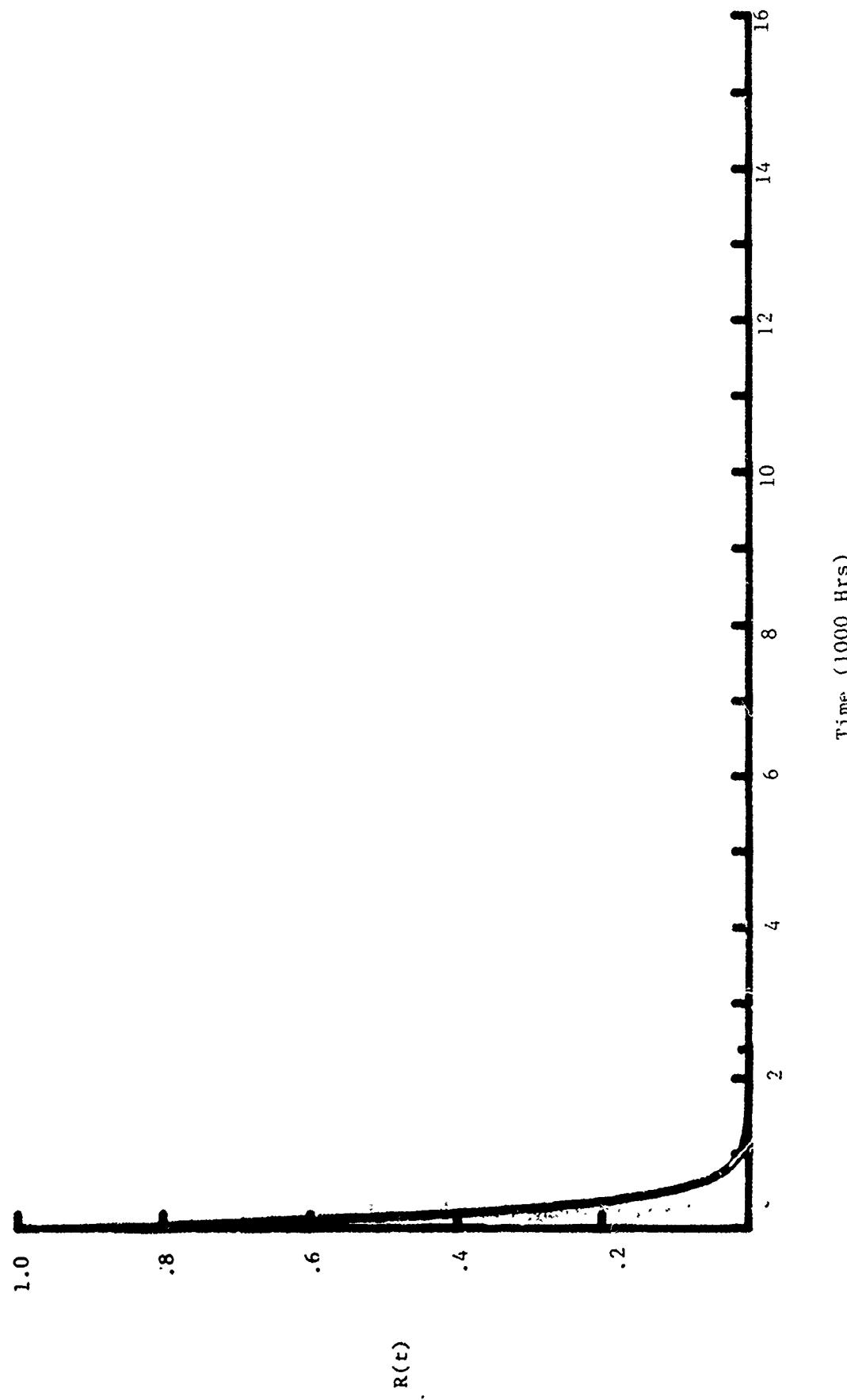


FIGURE A-51 ALQ177 TRAVELING WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 1100$)

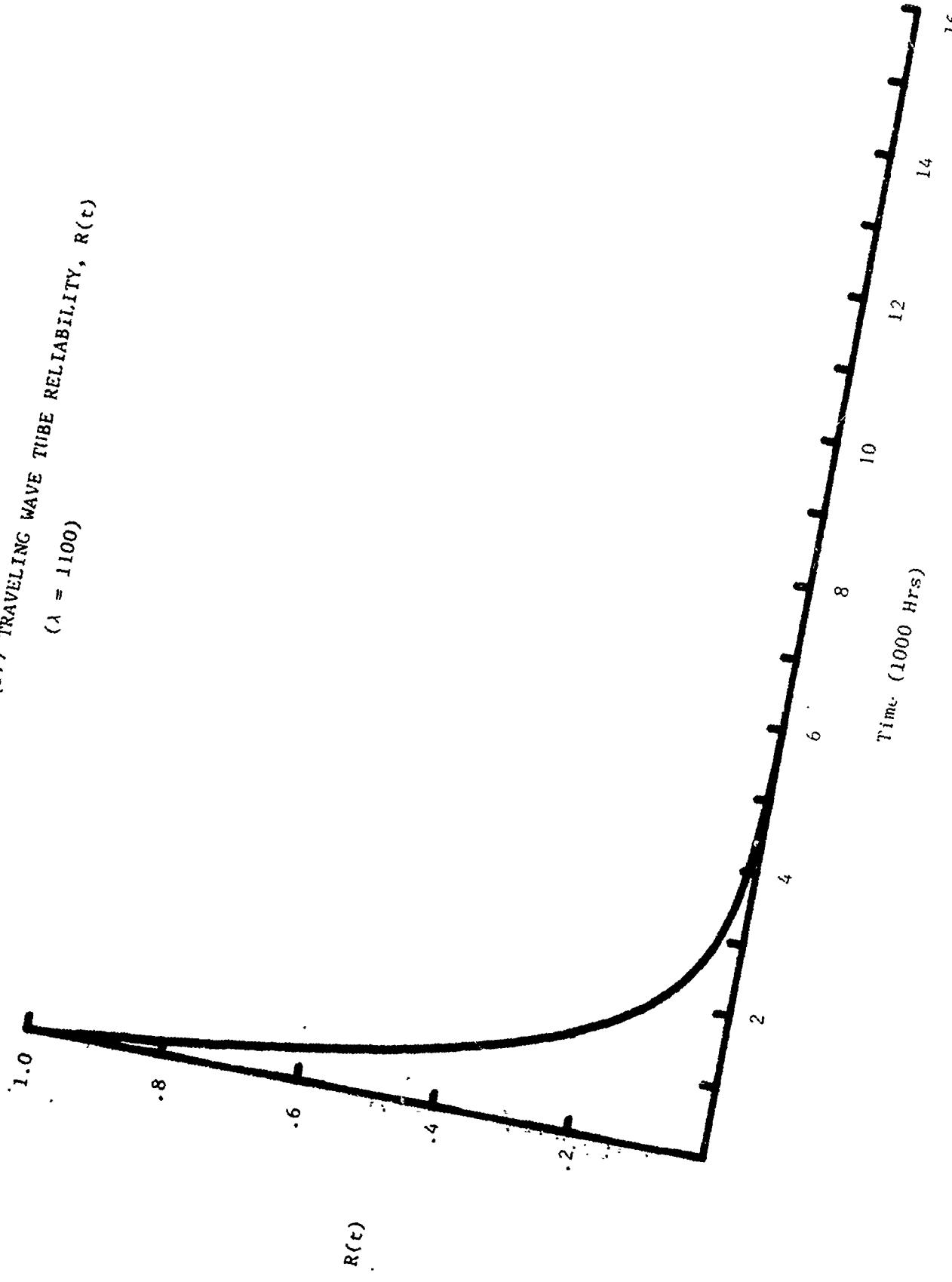


FIGURE A-52 ALQ117HB TRAVELING WAVE TUBE RELIABILITY, $R(t)$

($\lambda = 910$)

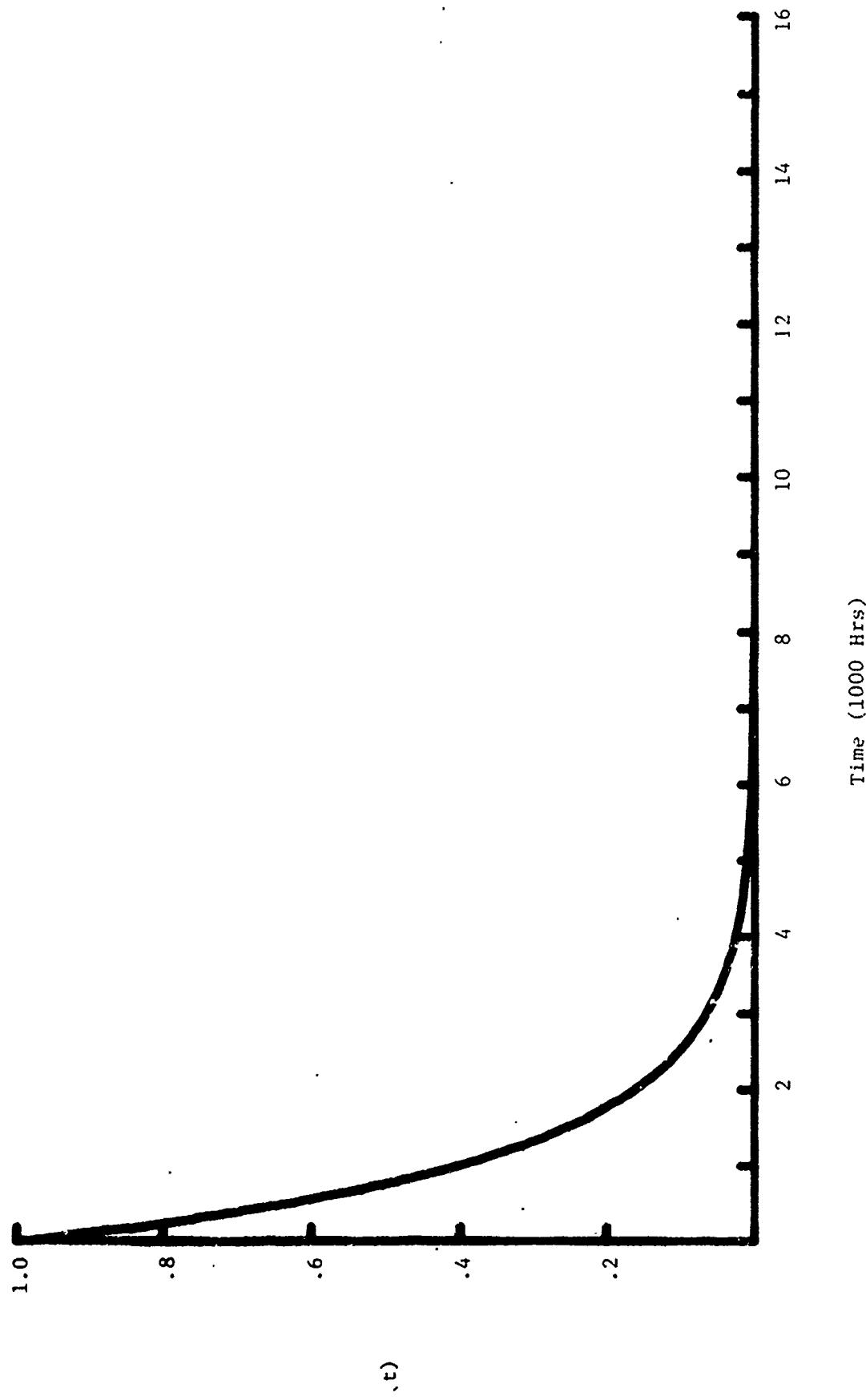


FIGURE A-53 ALQ119HB TRAVELING WAVE TUBE RELIABILITY, R(t)

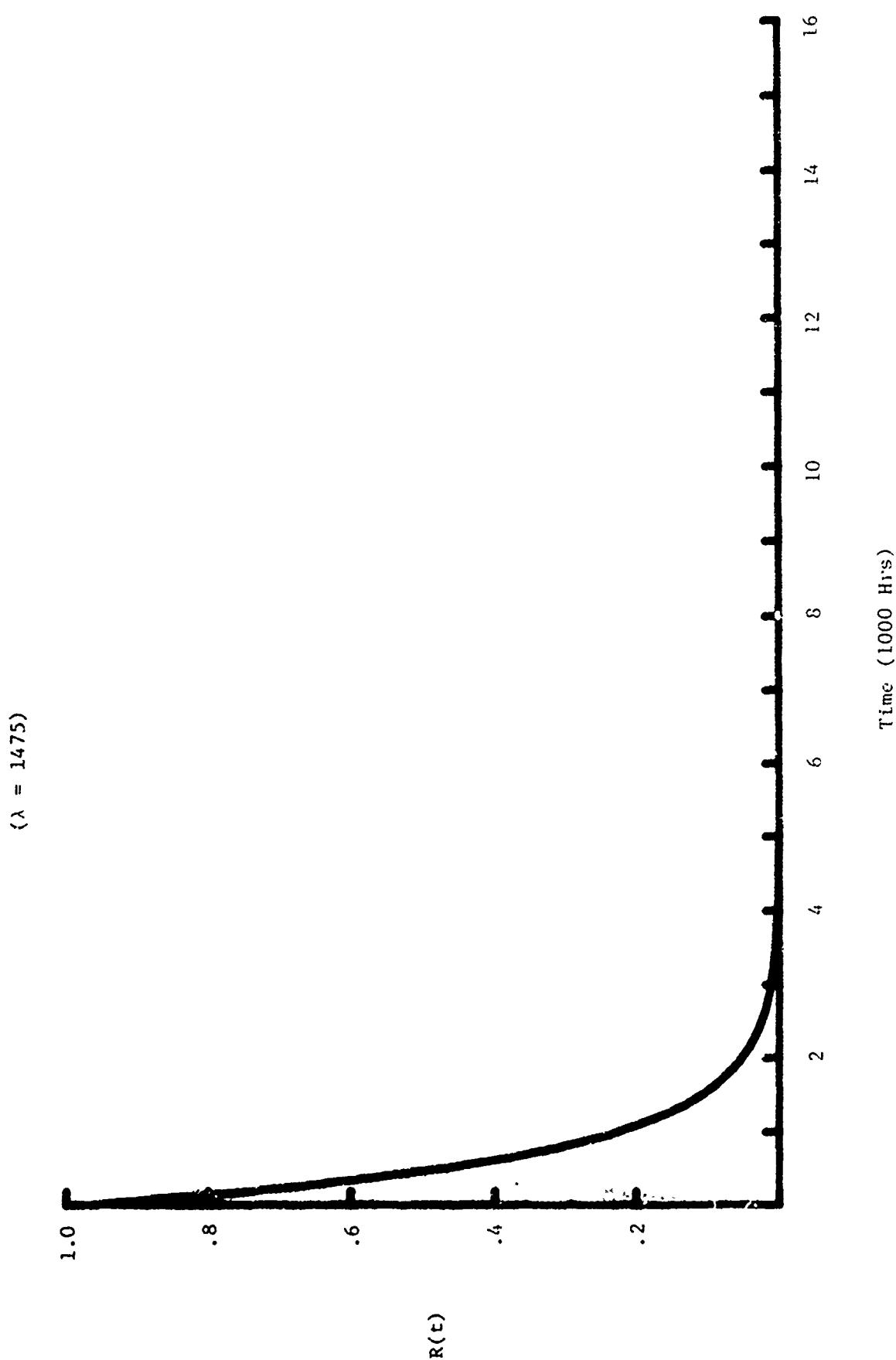


FIGURE A-54 ALQ119MB TRAVELING WAVE TUBE RELIABILITY, $R(t)$
 $(\lambda = 1185)$

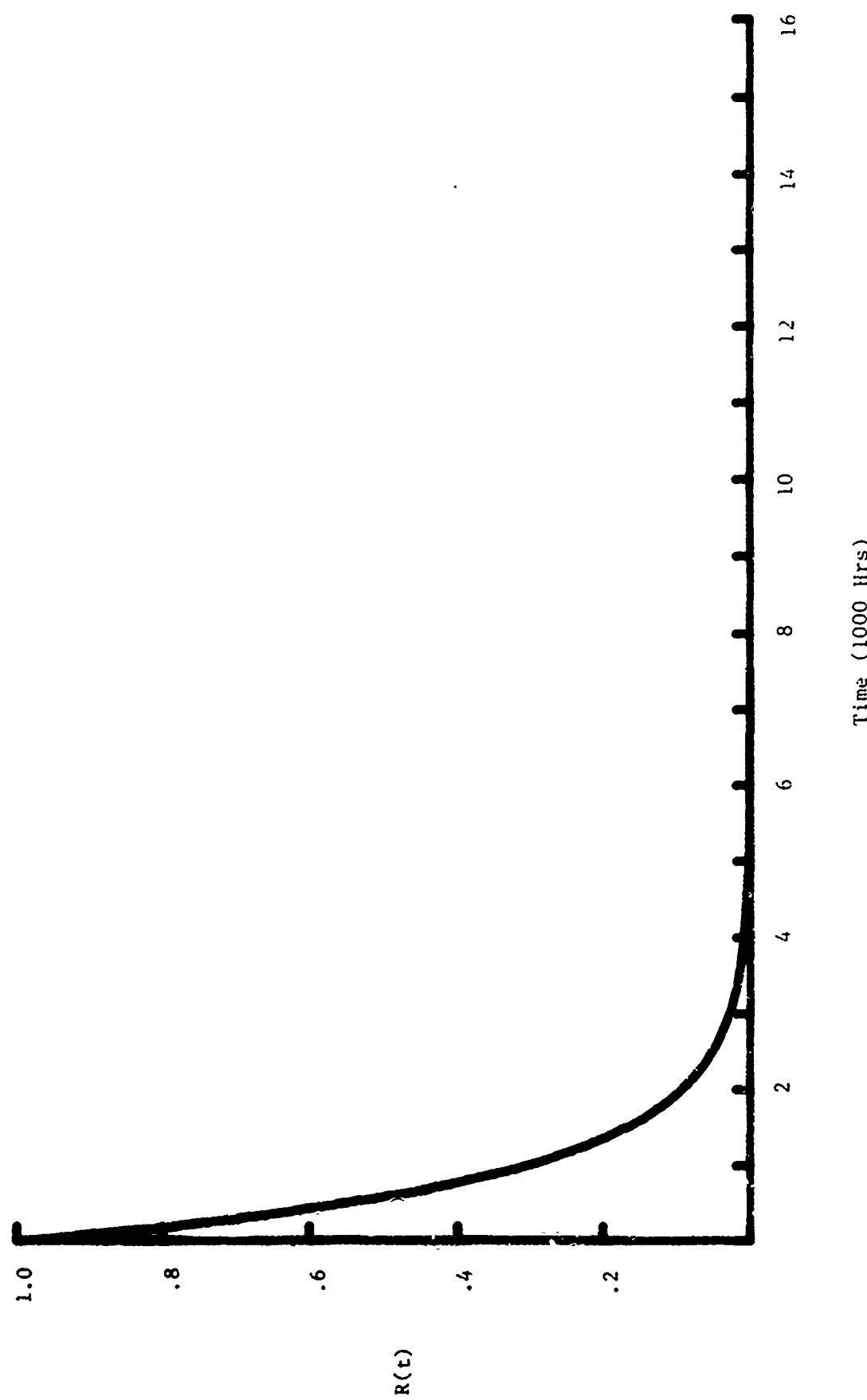


FIGURE A-55 ALQ119LB TRAVELING WAVE TUBE RELIABILITY, $R(t)$
($\lambda = 1460$)

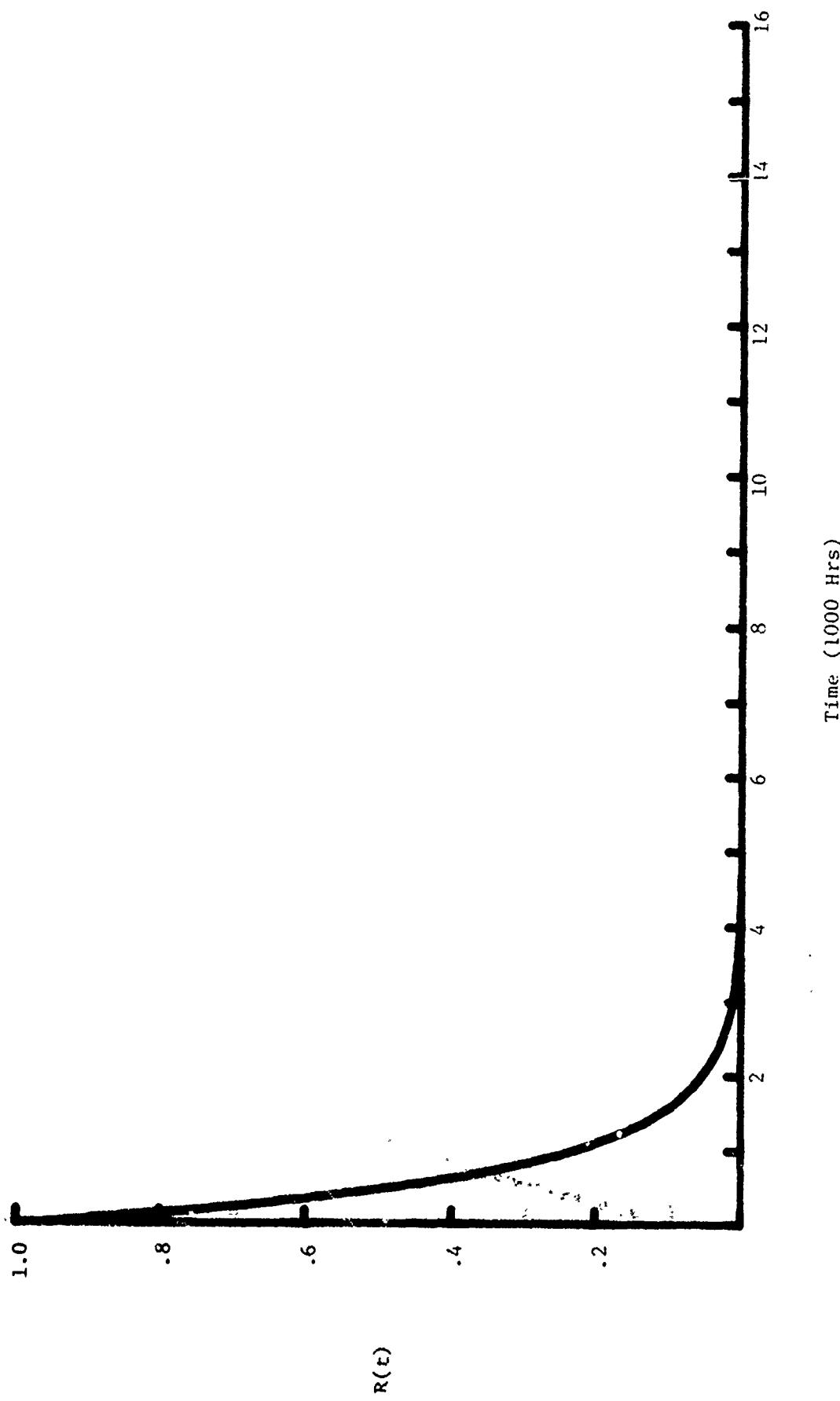


FIGURE A-56 QK338A MAGNETRON RELIABILITY, $R(t)$
 $(\lambda \approx 46.3)$

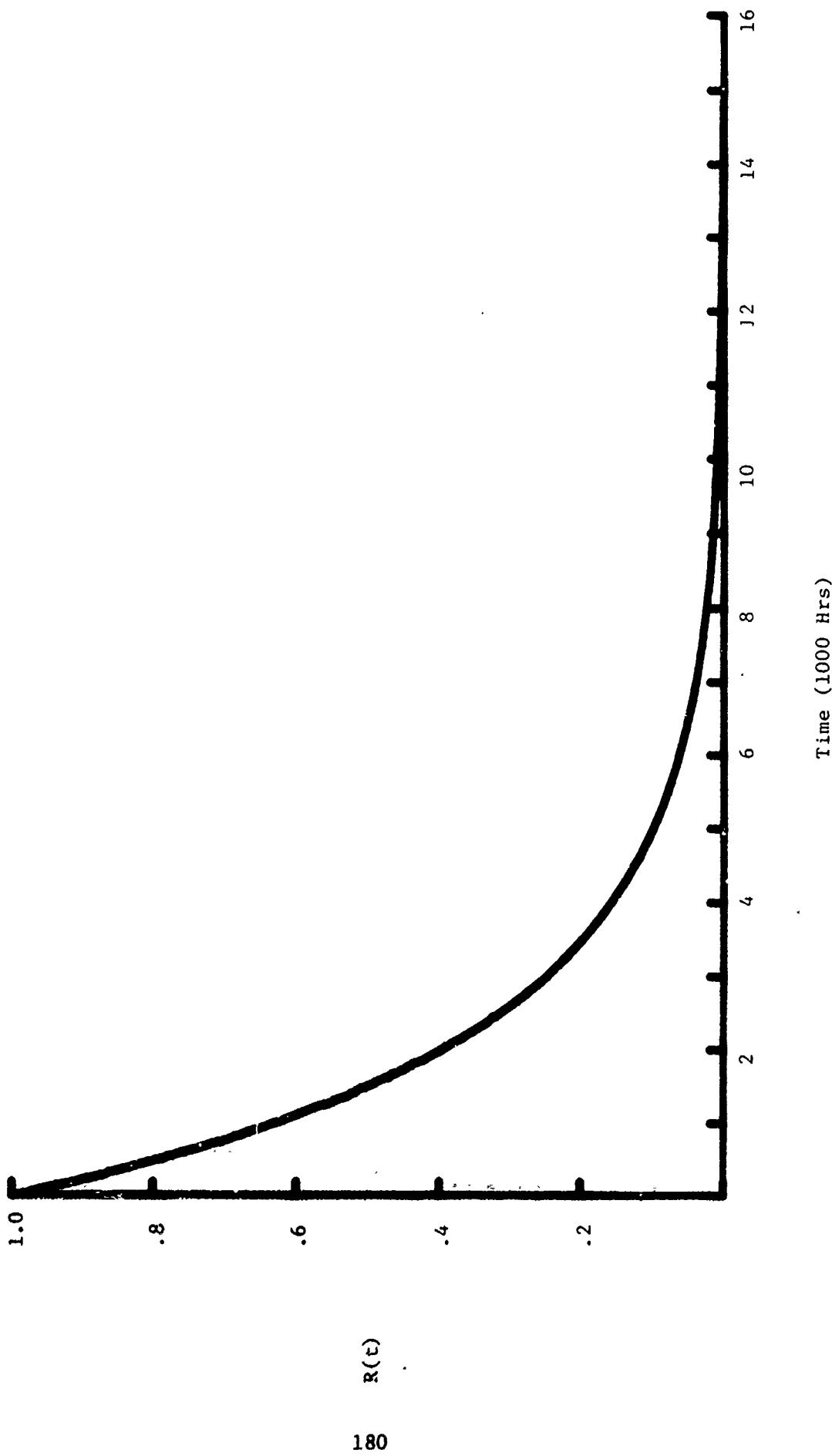
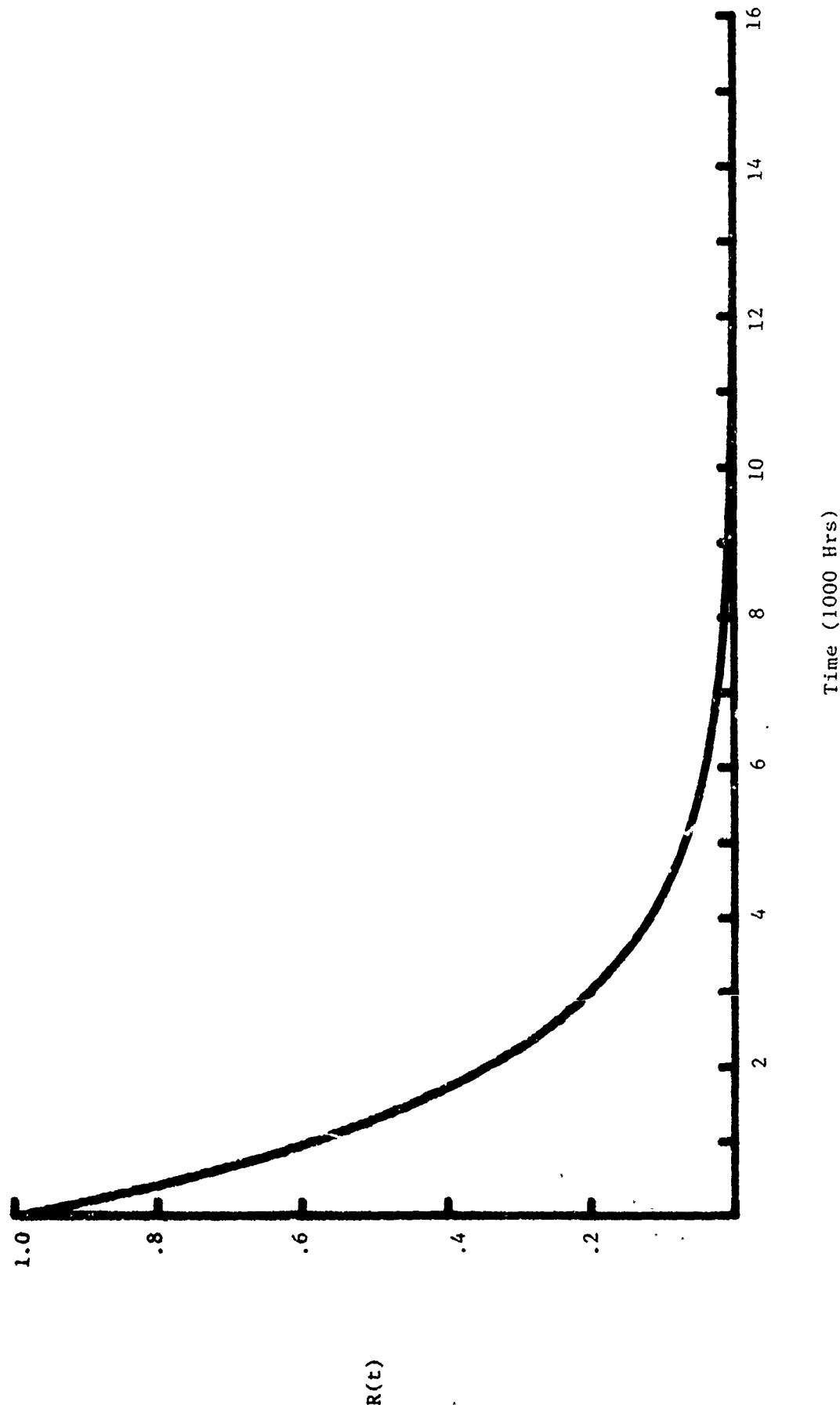


FIGURE A-57 6410A (MANUFACTURER'S DATA) MAGNETRON RELIABILITY, $R(t)$

($\lambda = 535$)



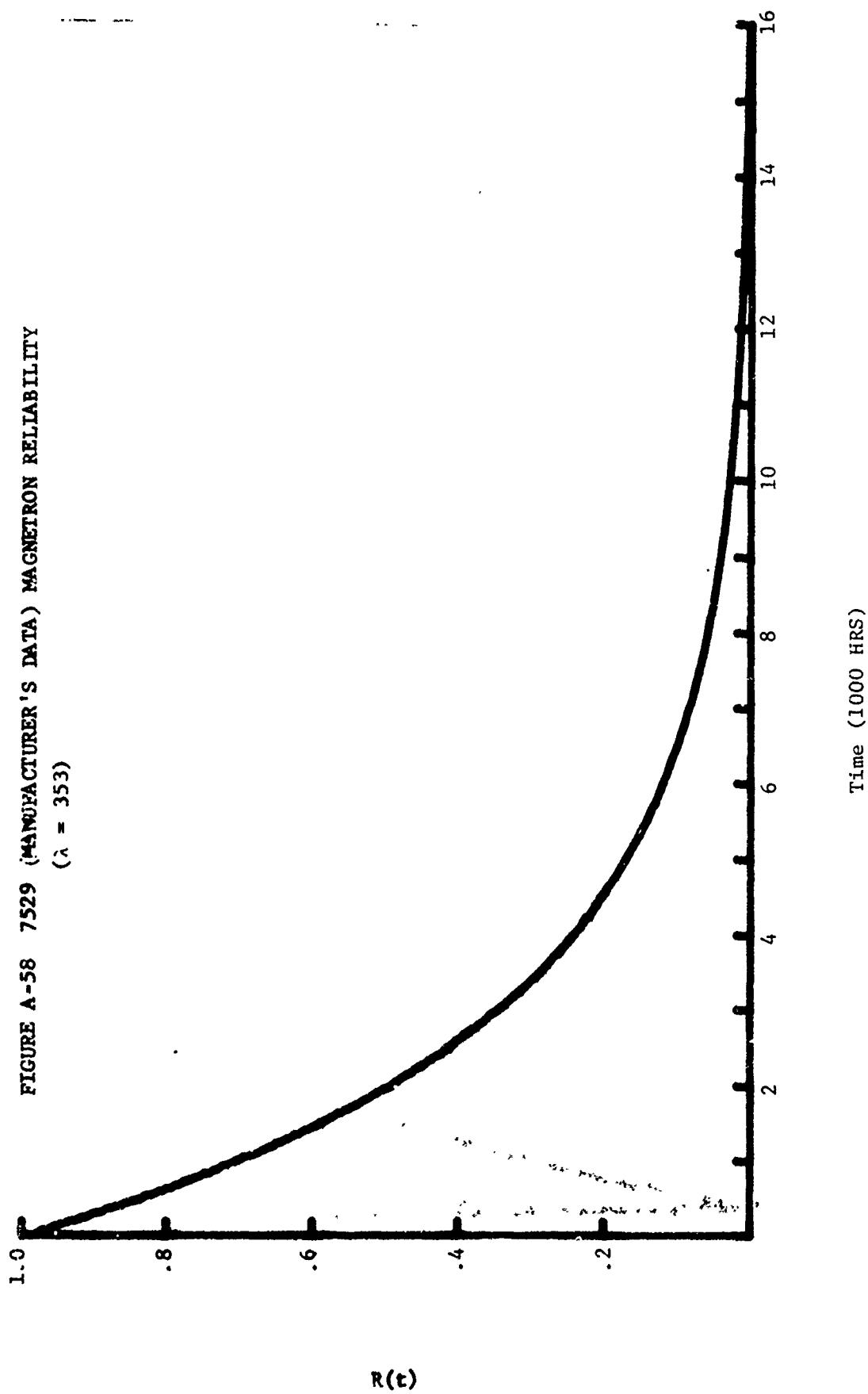


FIGURE A-59 QK327A MAGNETRON RELIABILITY, $R(t)$

($\lambda = 4.32$)

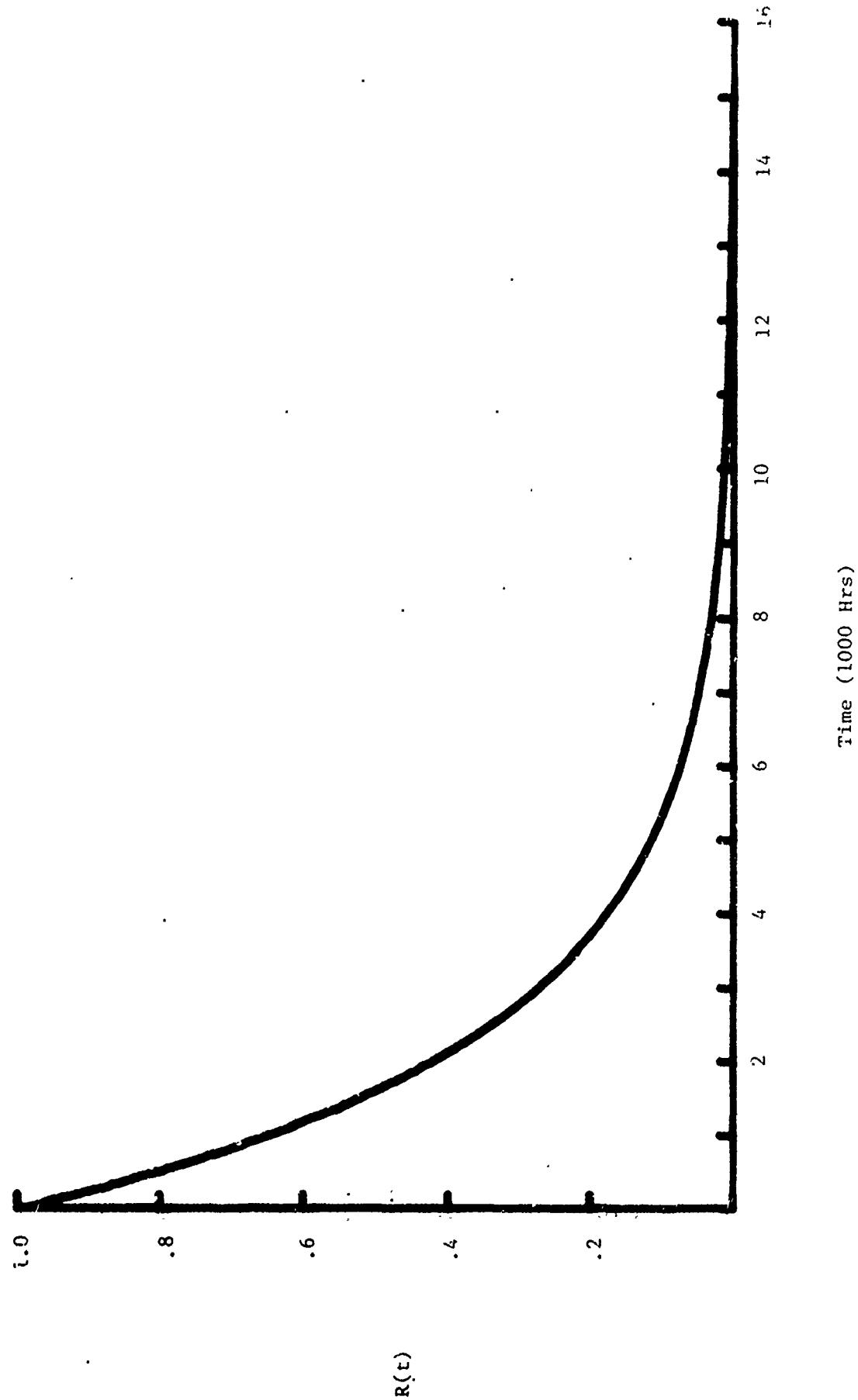


FIGURE A-60 QK327A (MANUFACTURER'S DATA) MAGNETRON RELIABILITY, $R(t)$

($\lambda = 367$)

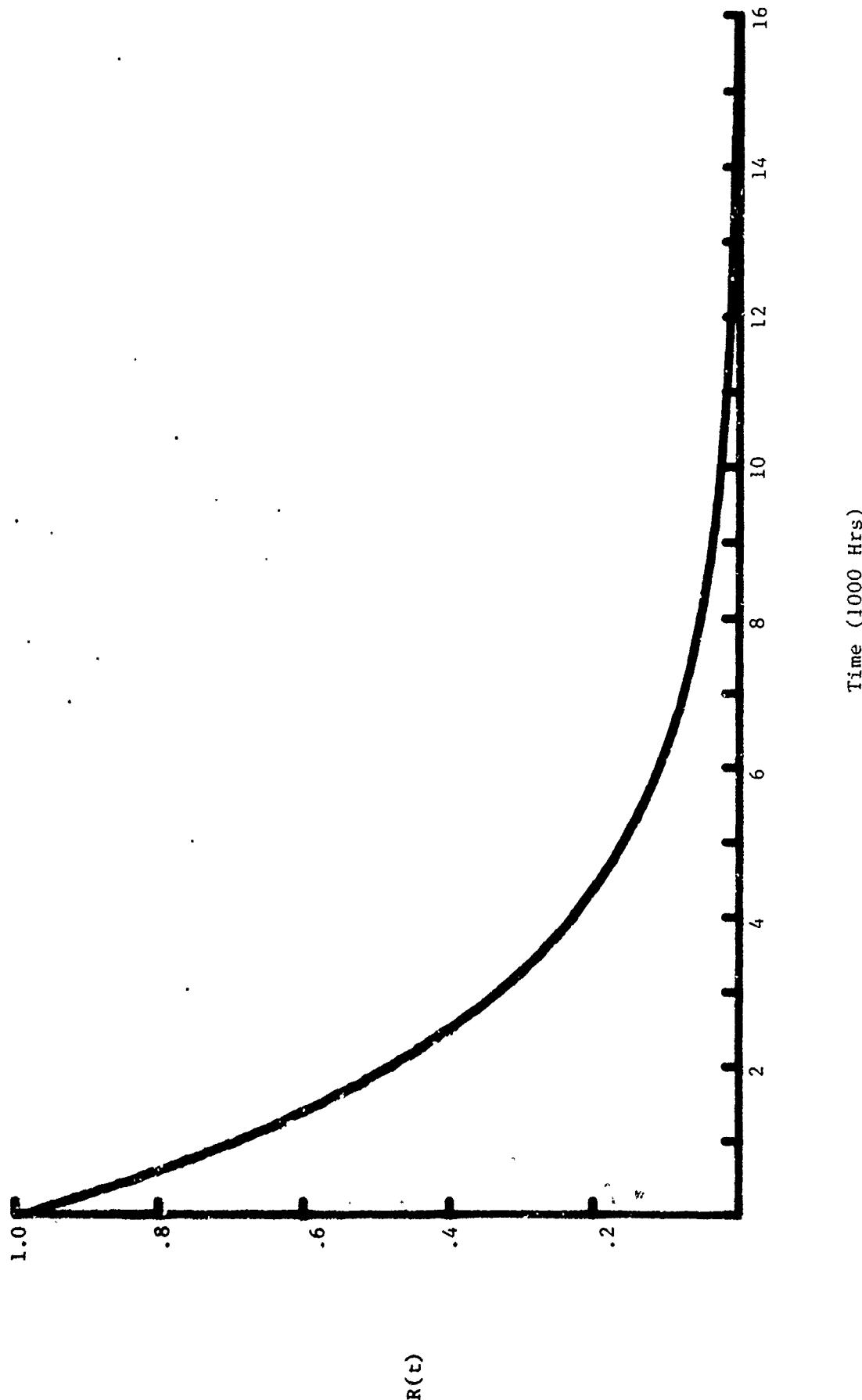


FIGURE A-61 SFD356 (MANUFACTURER'S DATA) COAXIAL MAGNETRON RELIABILITY, $R(t)$

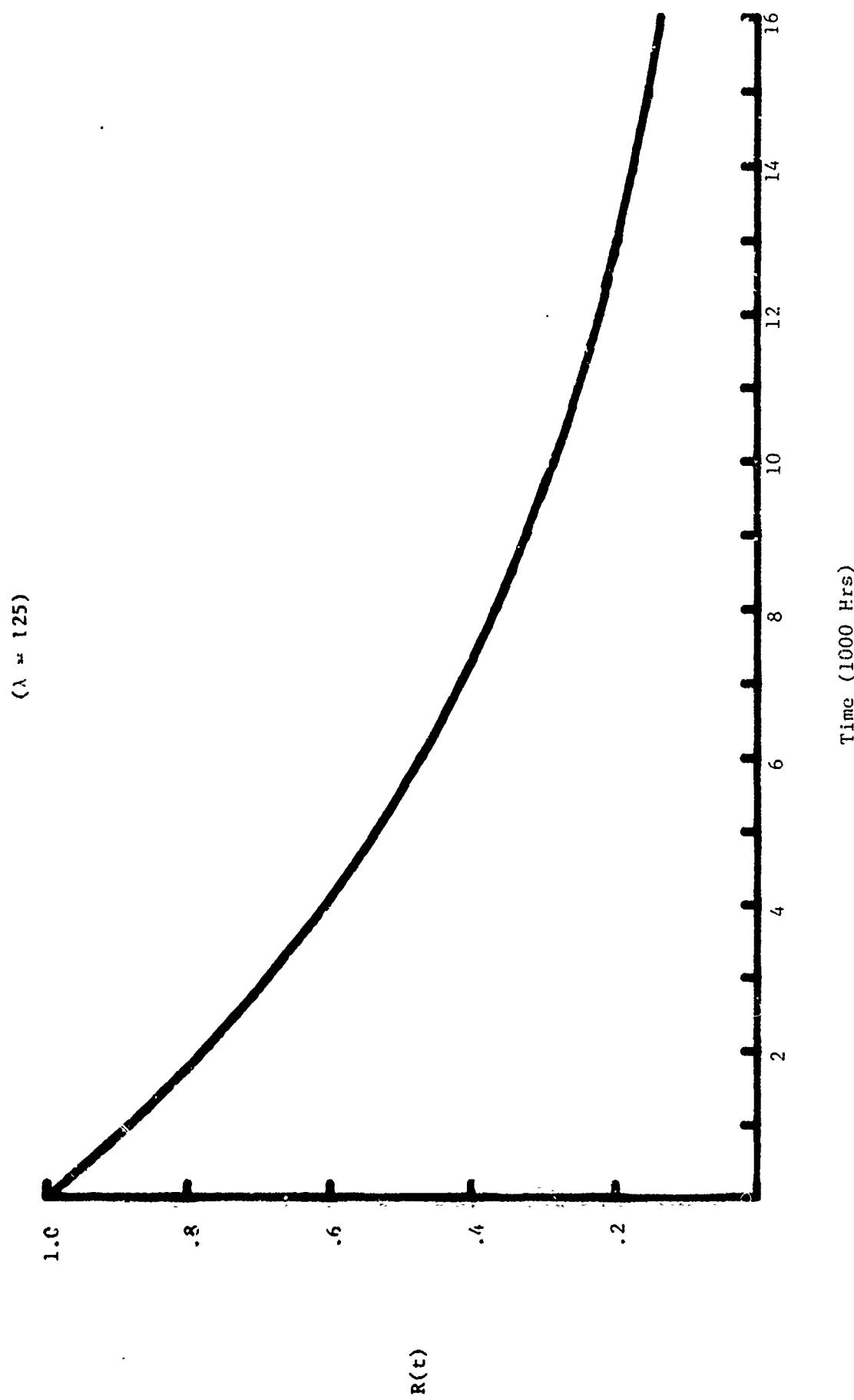


FIGURE A-62 6517 (MANUFACTURER'S DATA) MAGNETRON RELIABILITY, $R(t)$
 $(\lambda = 1267)$

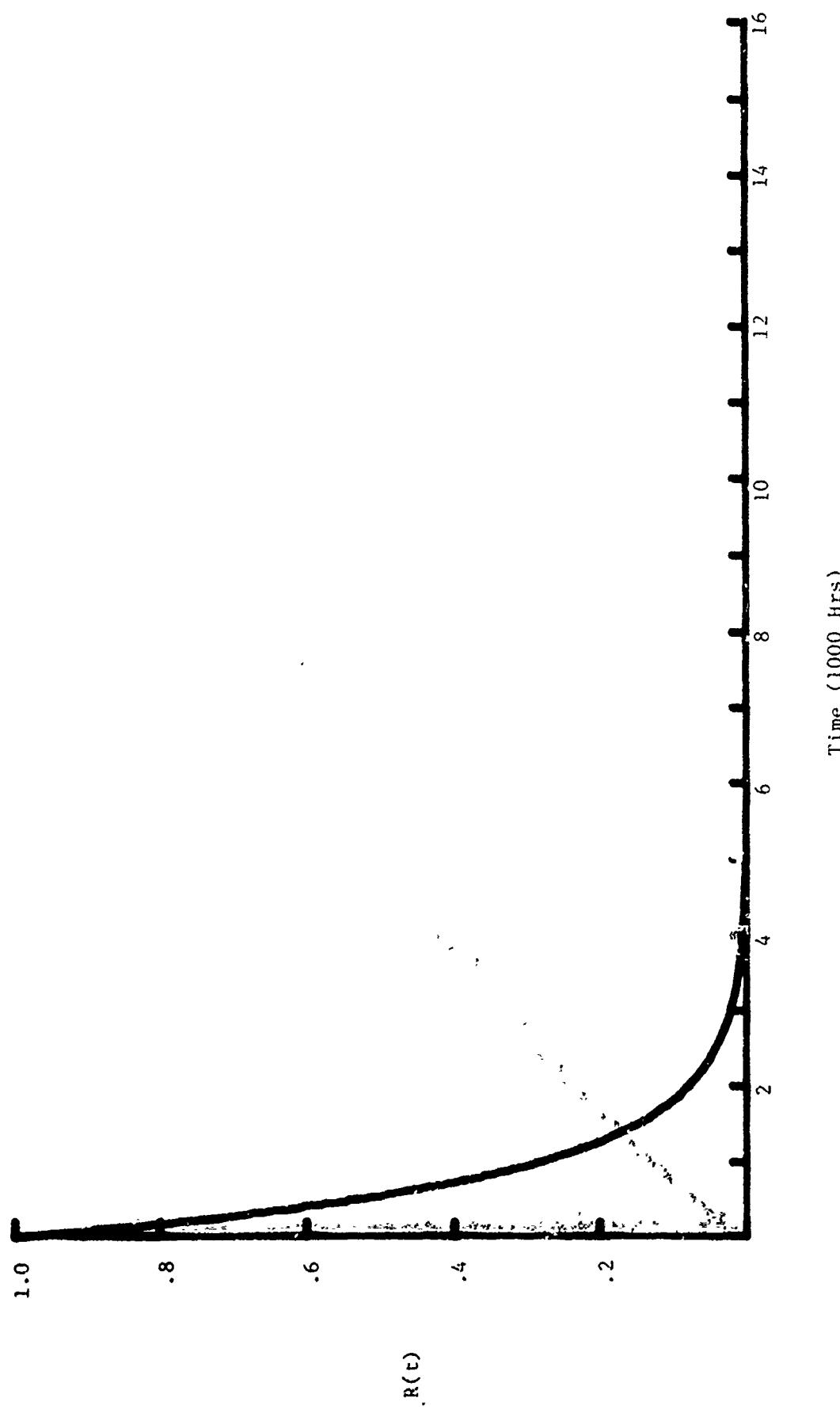


FIGURE A-63 400615 MAGNETRON RELIABILITY, $R(t)$

($\lambda = 4.52$)

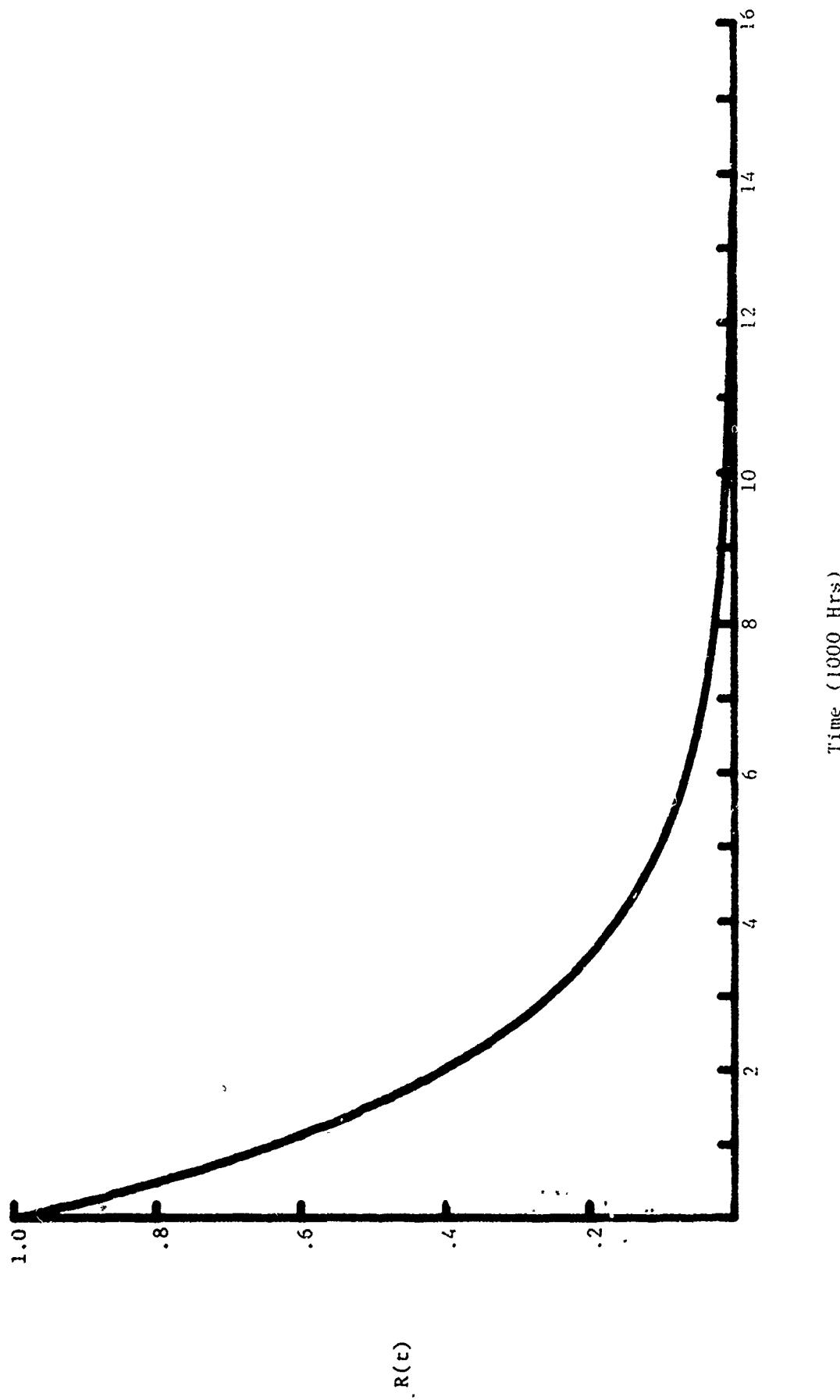


FIGURE A-64 5586 MAGNETRON RELIABILITY, $R(t)$

($\lambda = 559$)

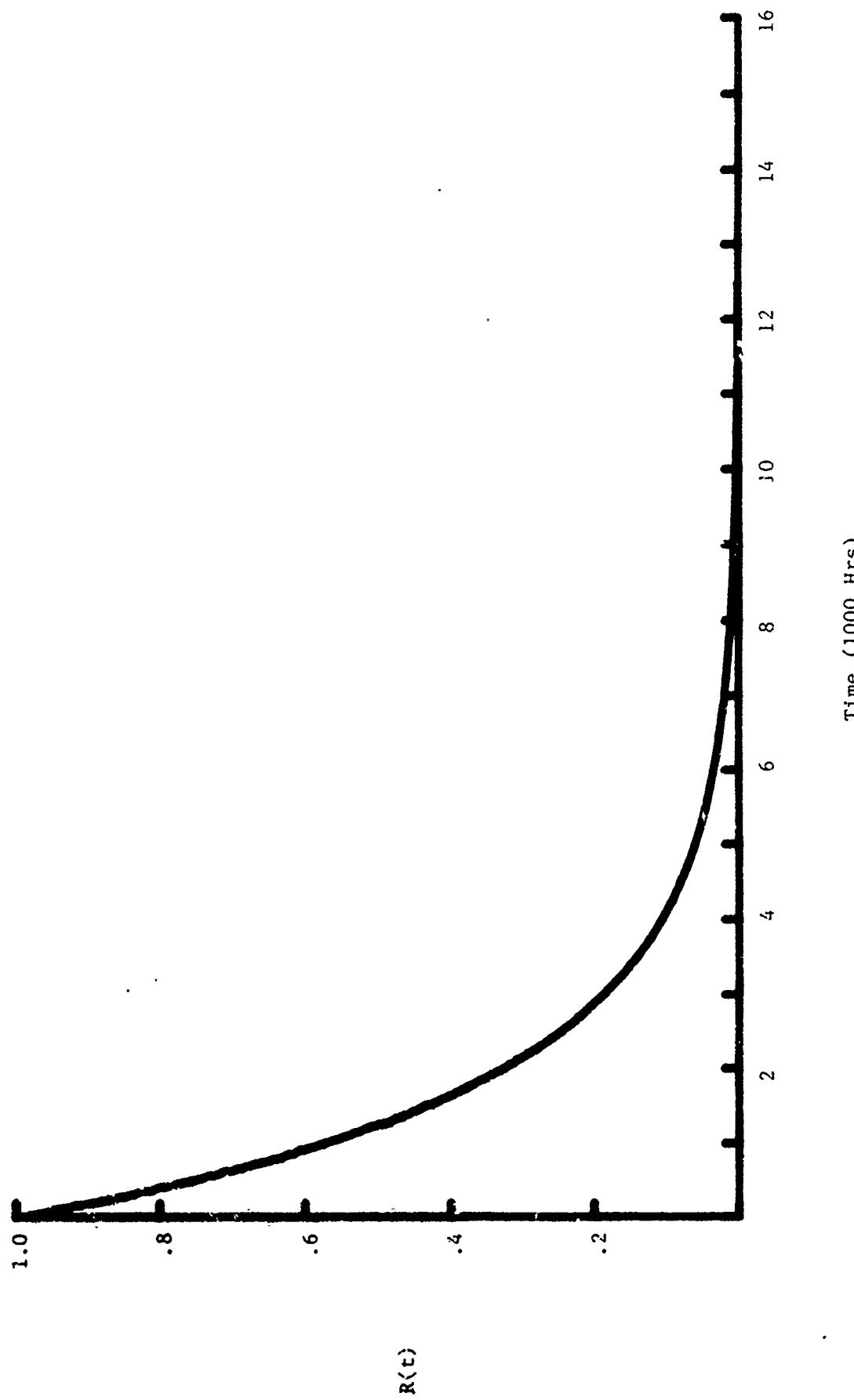


FIGURE A-65 (FIXED INSTALLATION) MAGNETRON RELIABILITY, $R(t)$
($\lambda = 4.99$)

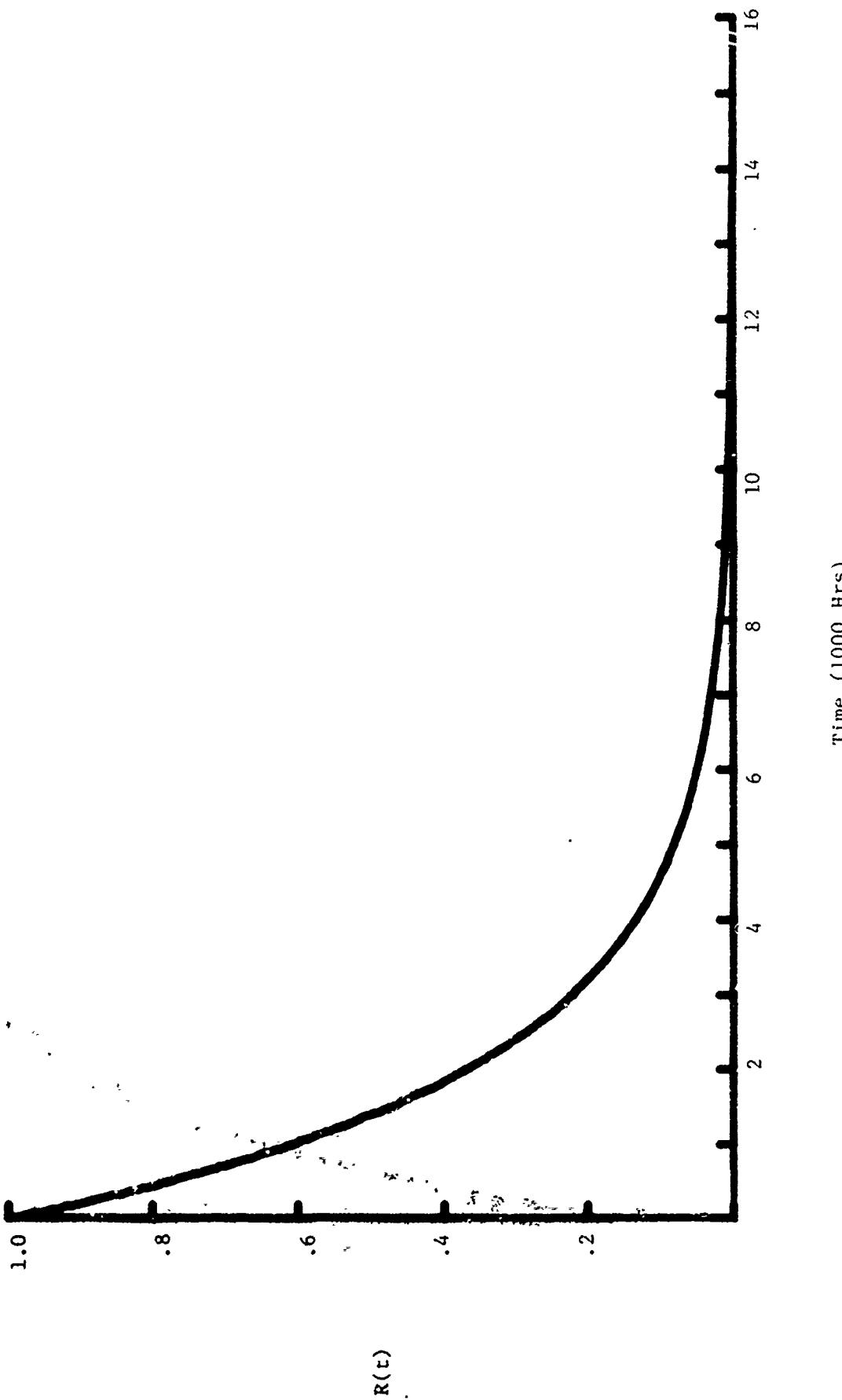


FIGURE A-66 5586 (MOBILE INSTALLATION) MAGNETRON RELIABILITY, $R(t)$
($\lambda = 669$)

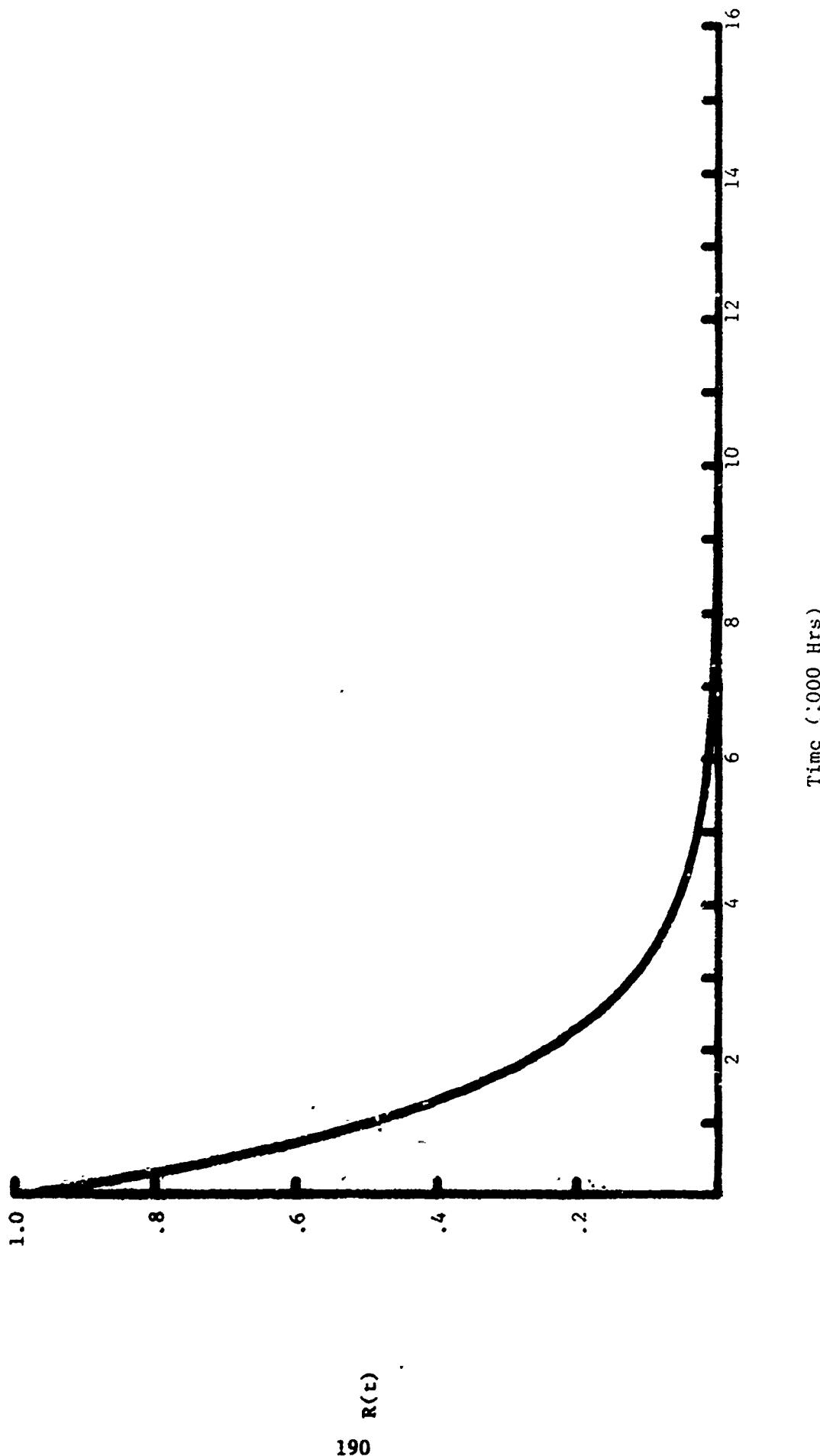


FIGURE A-67 8798 MAGNET IN RELATIONSHIP, $R(t)$

($A = 0.79$)

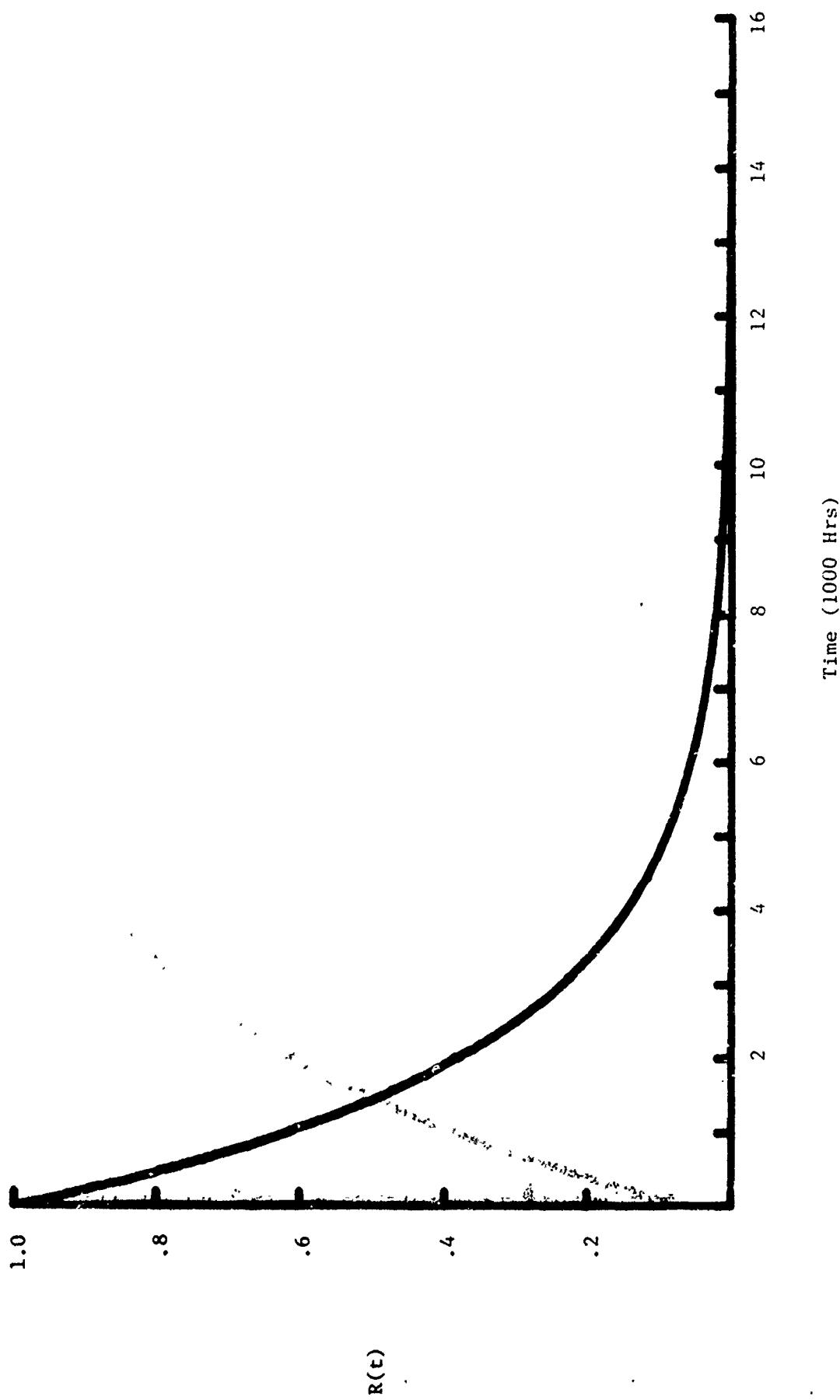


FIGURE A-68 6798 (FIXED INSTALLATION) MAGNETRON RELIABILITY, $R(t)$

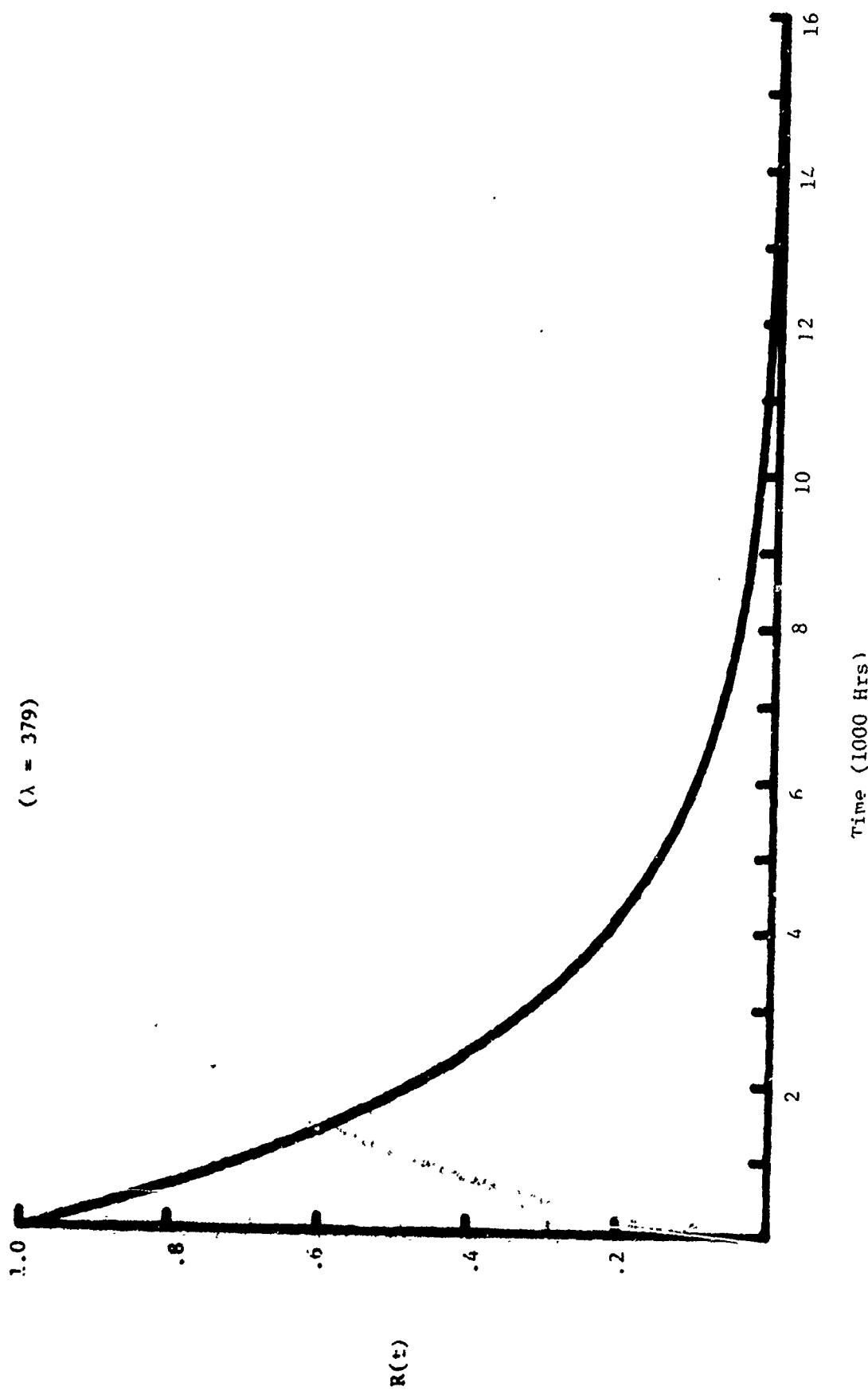


FIGURE A-69 8798 MAGNETRON (SAMPLE INSTALLATION) RELIABILITY, $R(t)$

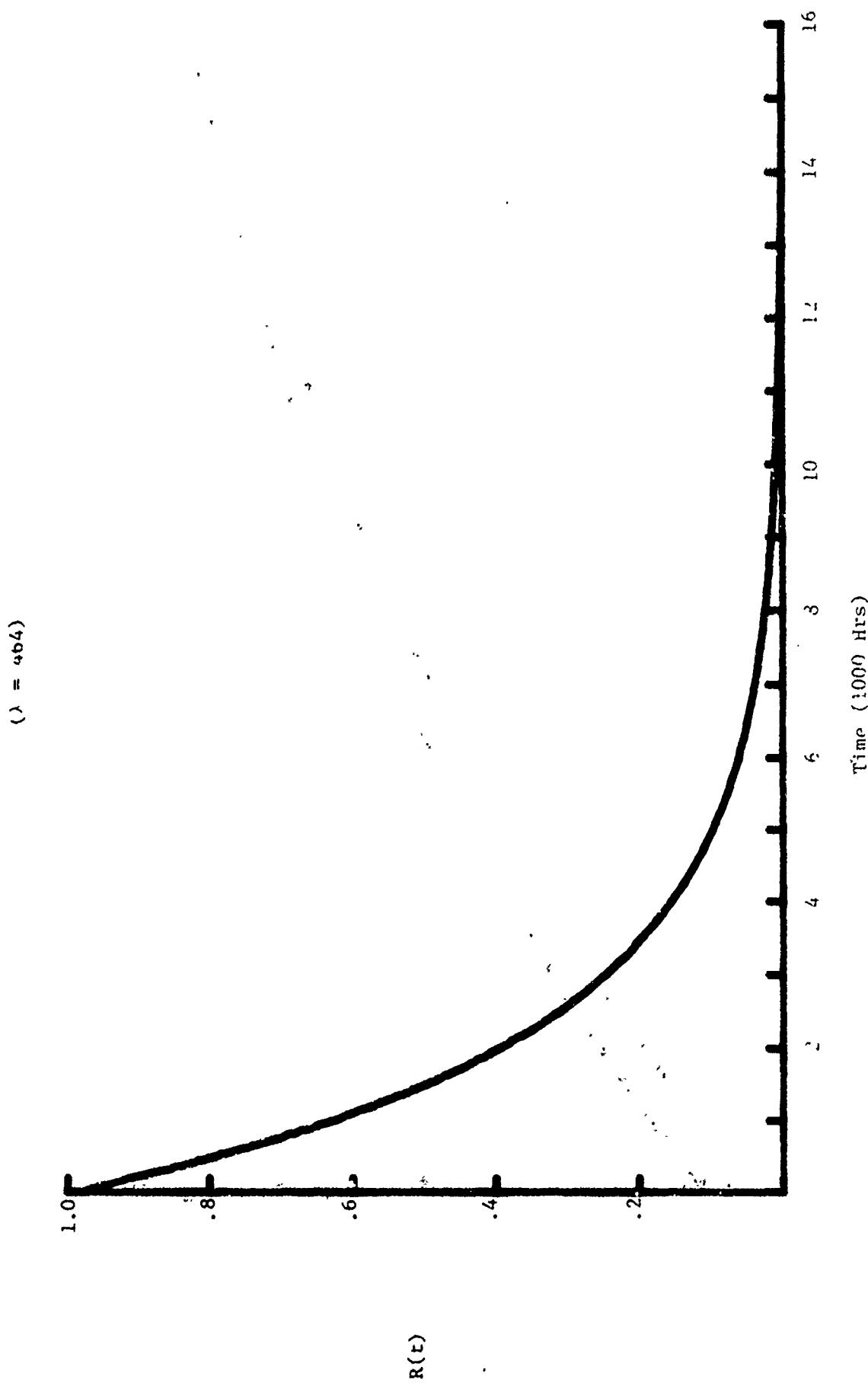


FIGURE A-70 5780 MAGNETRON RELIABILITY, $R(t)$

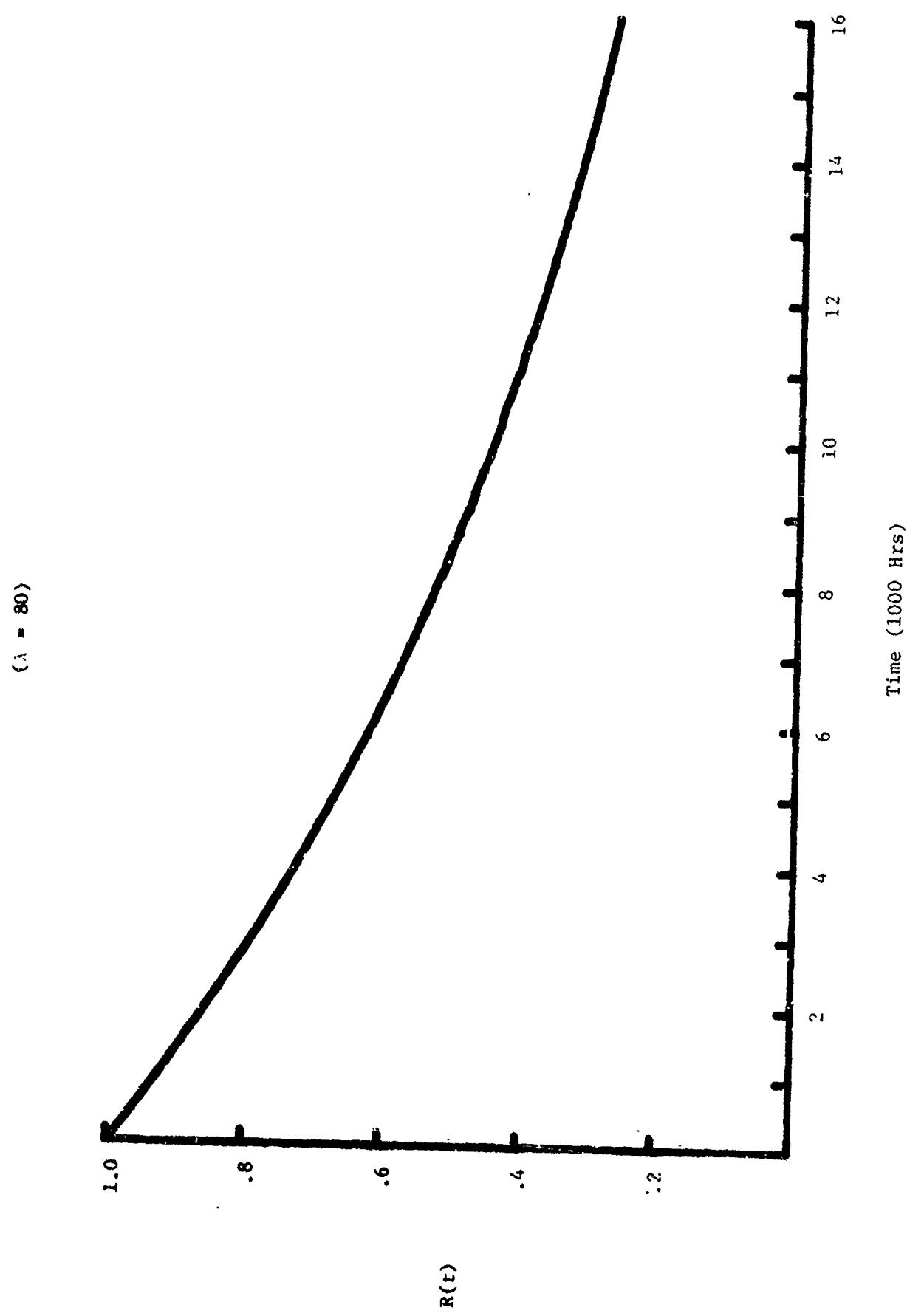


FIGURE A-71 SFD352 (MANUFACTURER'S DATA) COAXIAL MAGNETRON RELIABILITY, $R(t)$

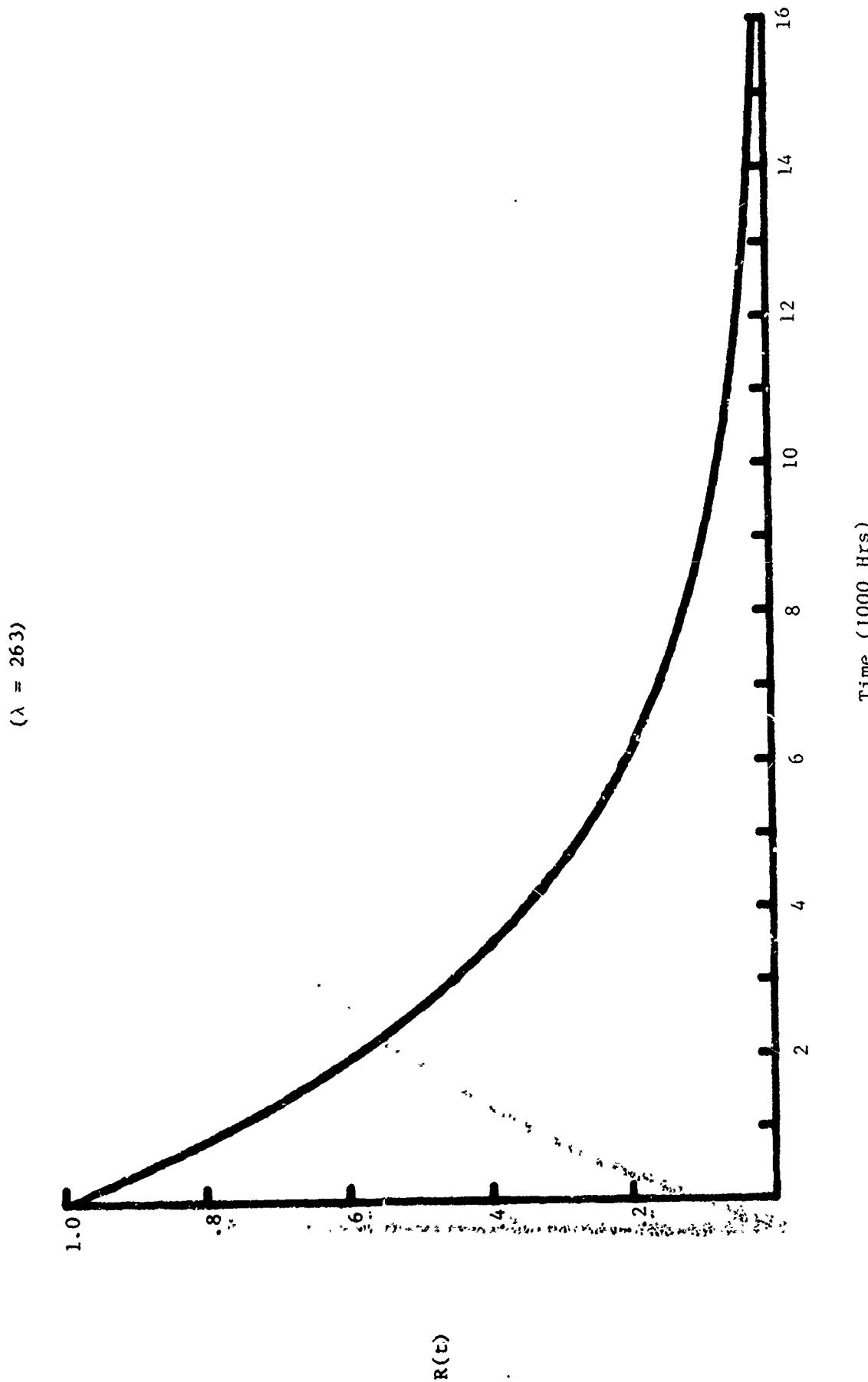


FIGURE A-72 6344 (MANUFACTURER'S DATA) MAGNETRON RELIABILITY
($\lambda = 335$)

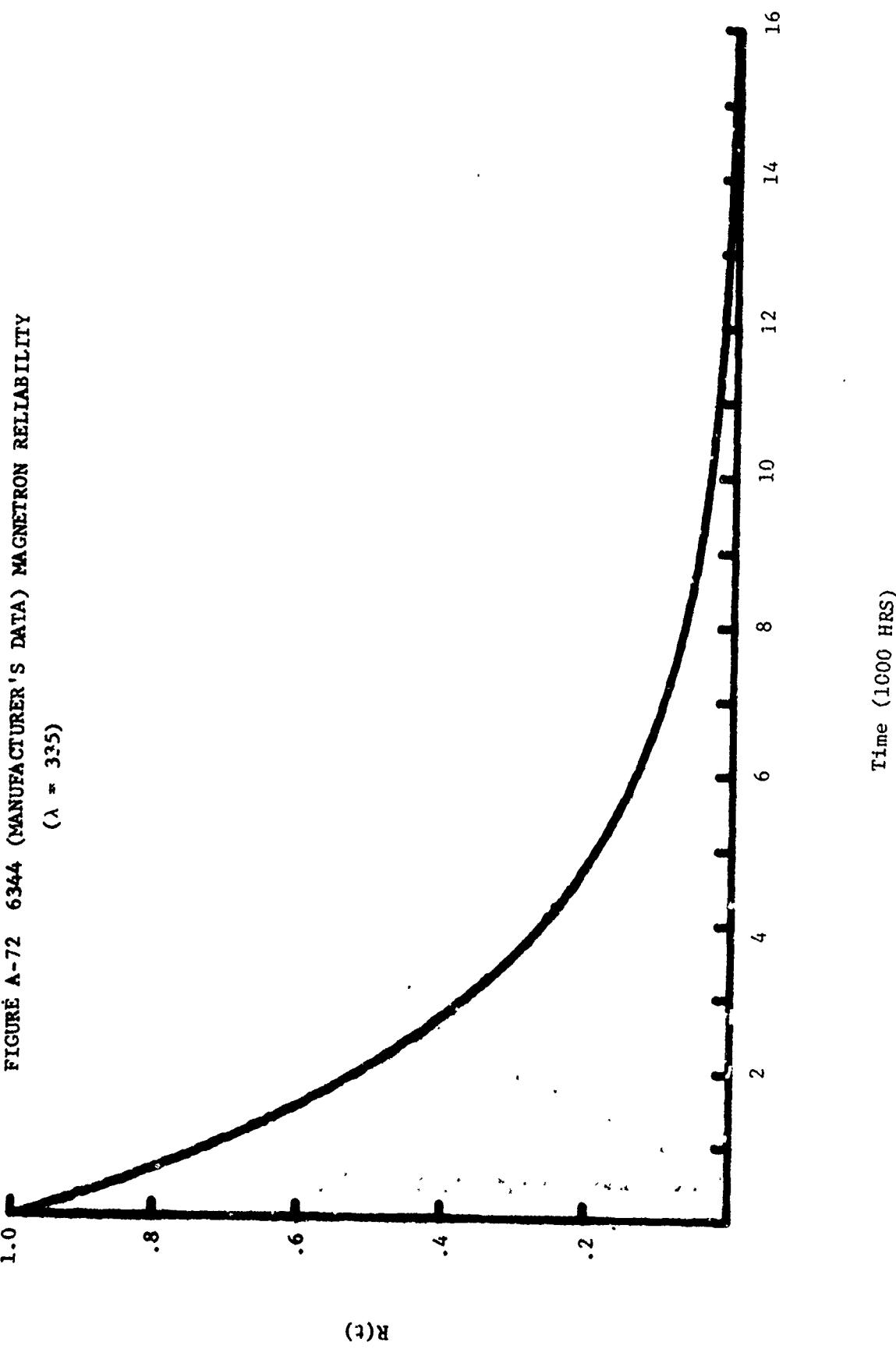


FIGURE A-73 SFD370 (MANUFACTURER'S DATA) COAXIAL MAGNETRON RELIABILITY, $R(t)$

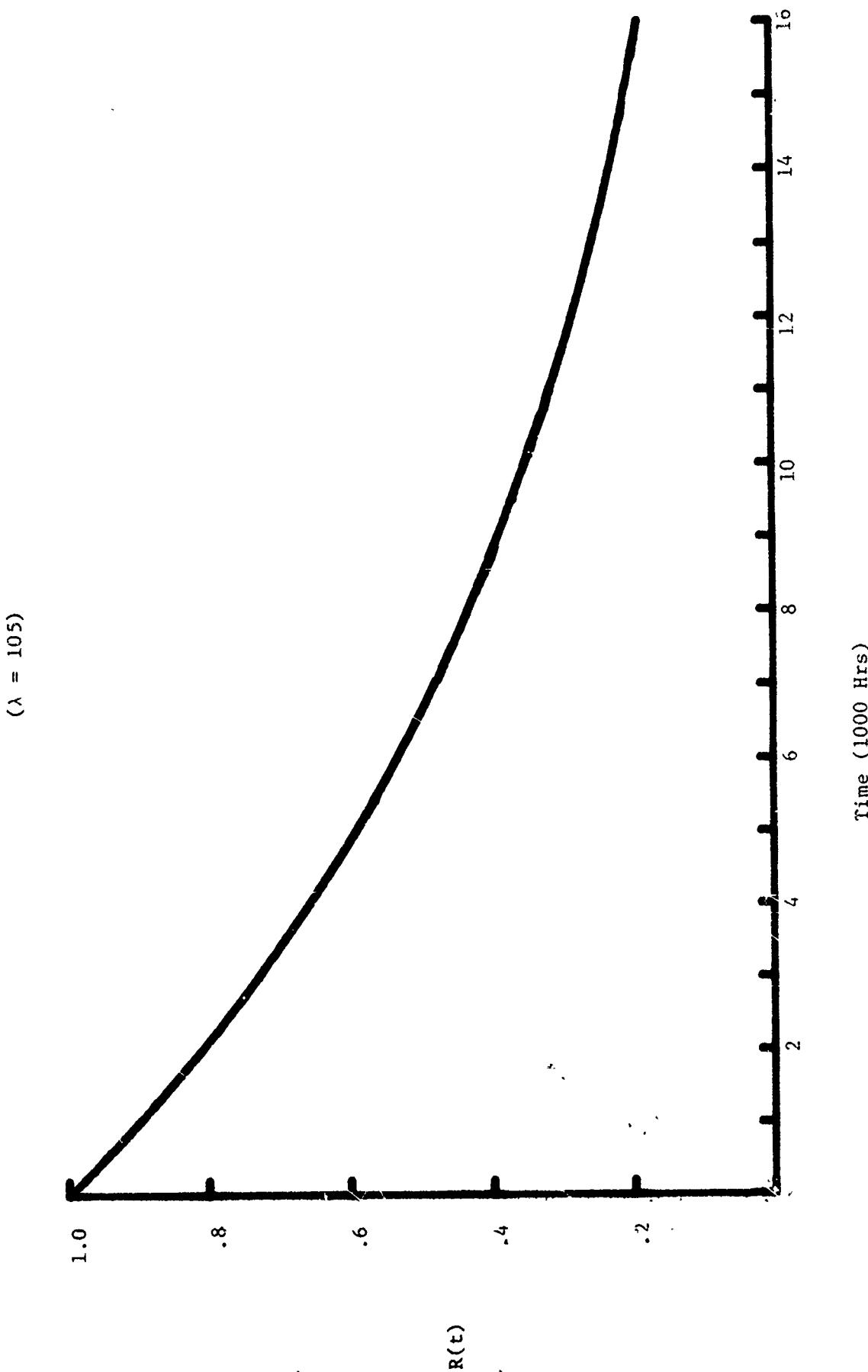


FIGURE A-74 SFD377A (MANUFACTURER'S DATA) COAXIAL MAGNETRON RELIABILITY, $R(t)$

($\lambda = 200$)

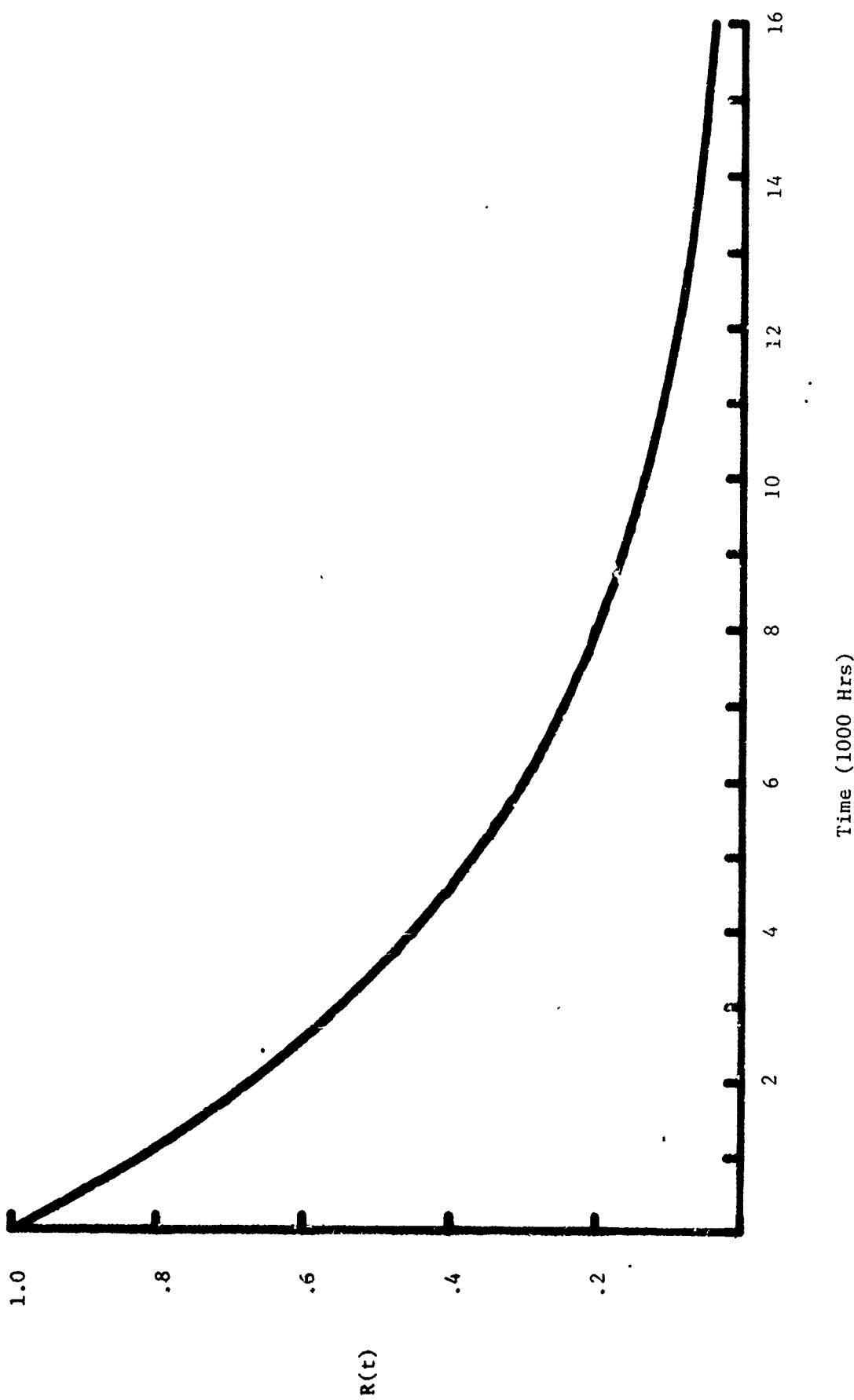


FIGURE A-75 SFD 342 (MANUFACTURER'S DATA) COAXIAL MAGNETRON RELIABILITY, $R(t)$
 $(\lambda = 55)$

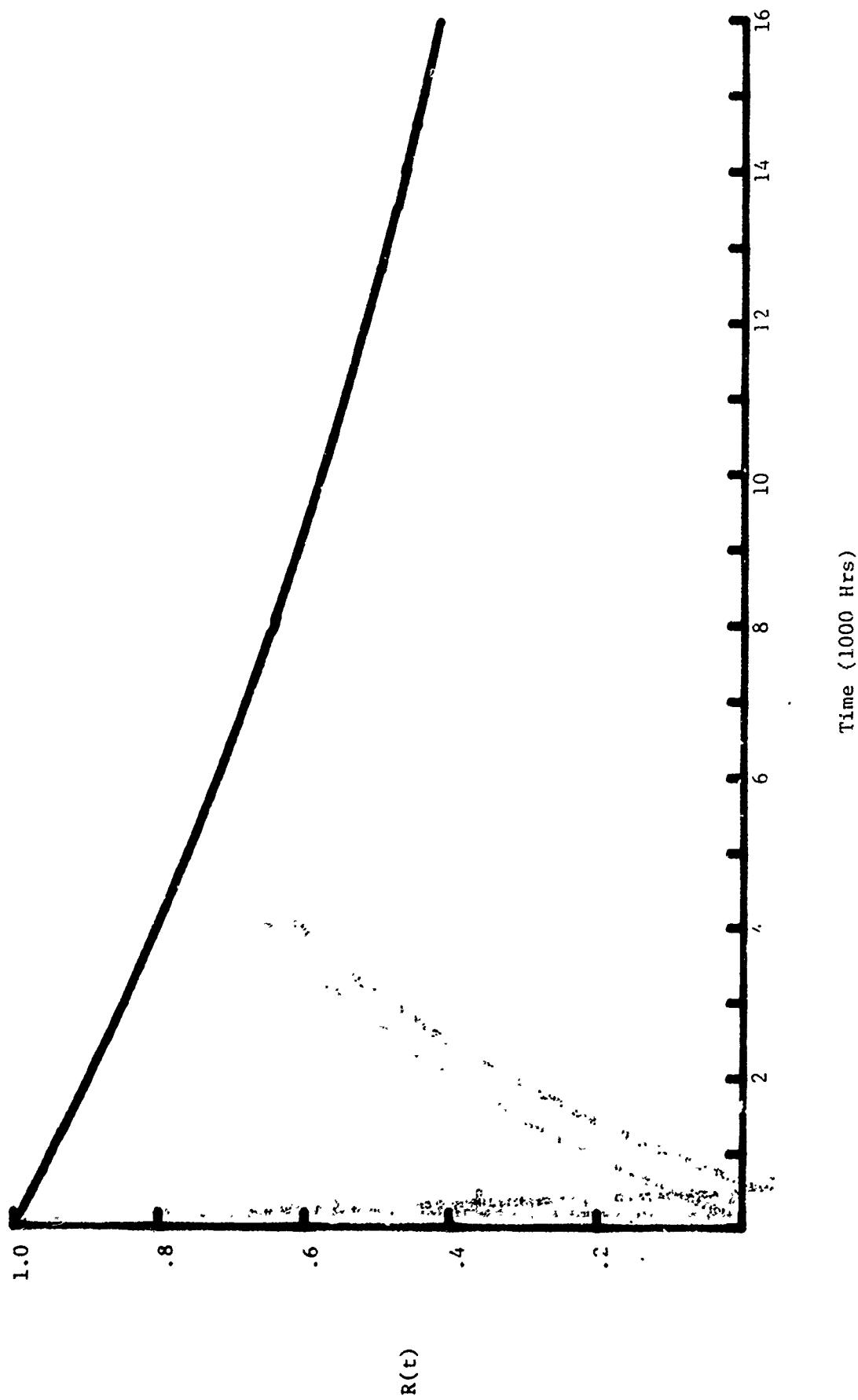


FIGURE A-76 7452 (MANUFACTURER'S DATA) MAGNETRON RELIABILITY, $R(t)$
 $(\lambda = 263)$

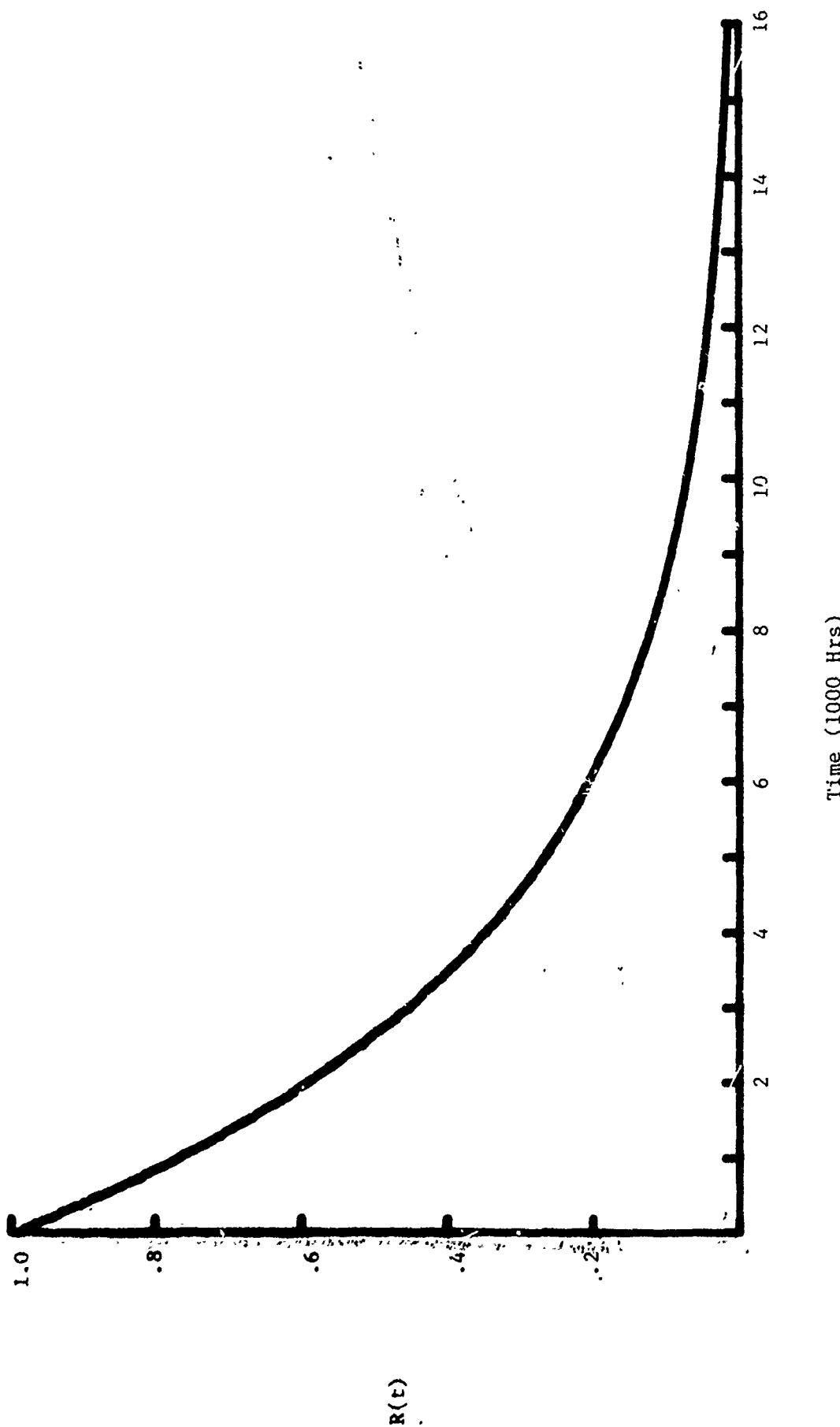


FIGURE A-77 BLM198 MAGNETRON RELIABILITY, $R(t)$

($\lambda = 213$)

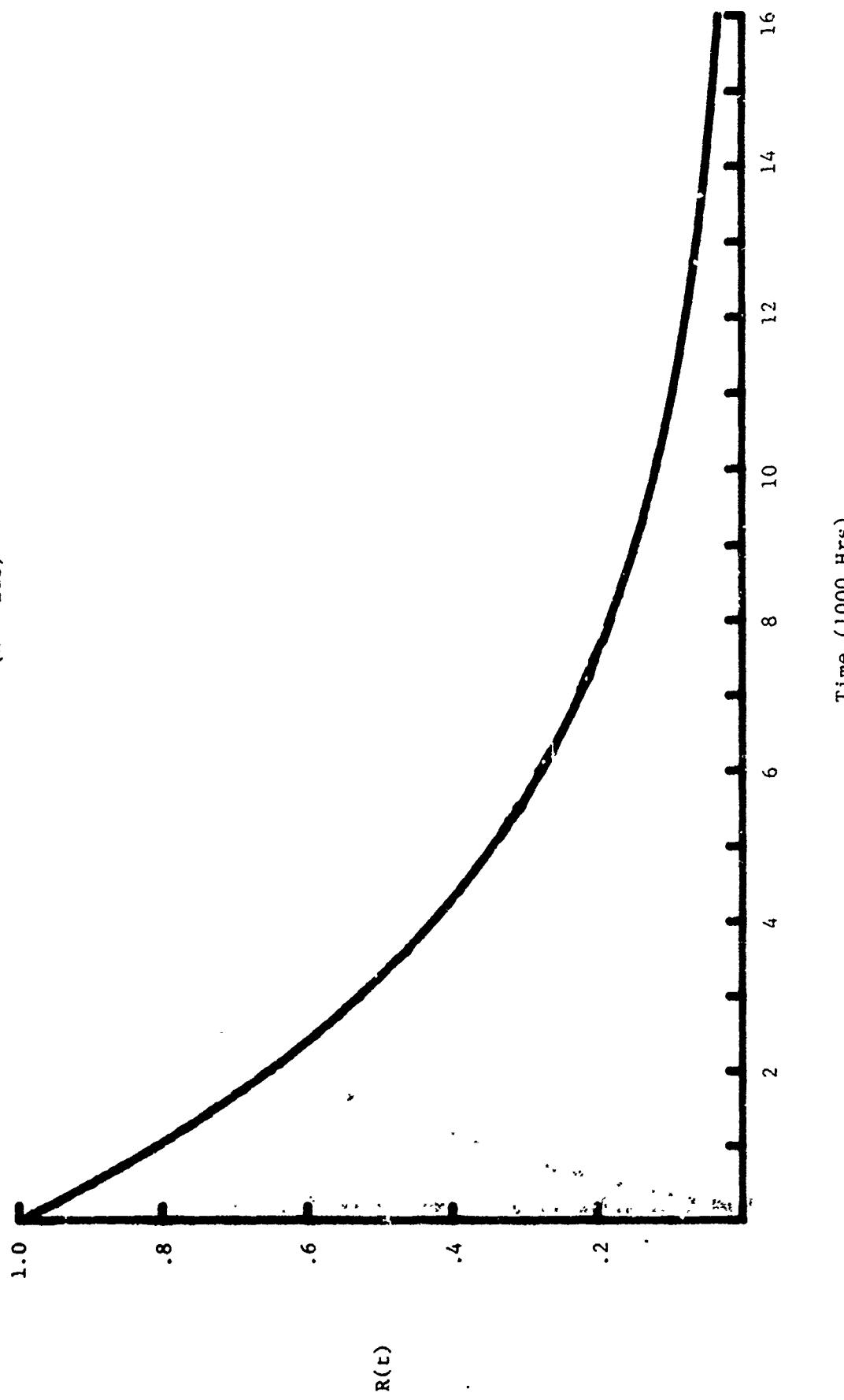


FIGURE A-78 7256 MAGNETRON RELIABILITY, $R(t)$

($\lambda = 533$)

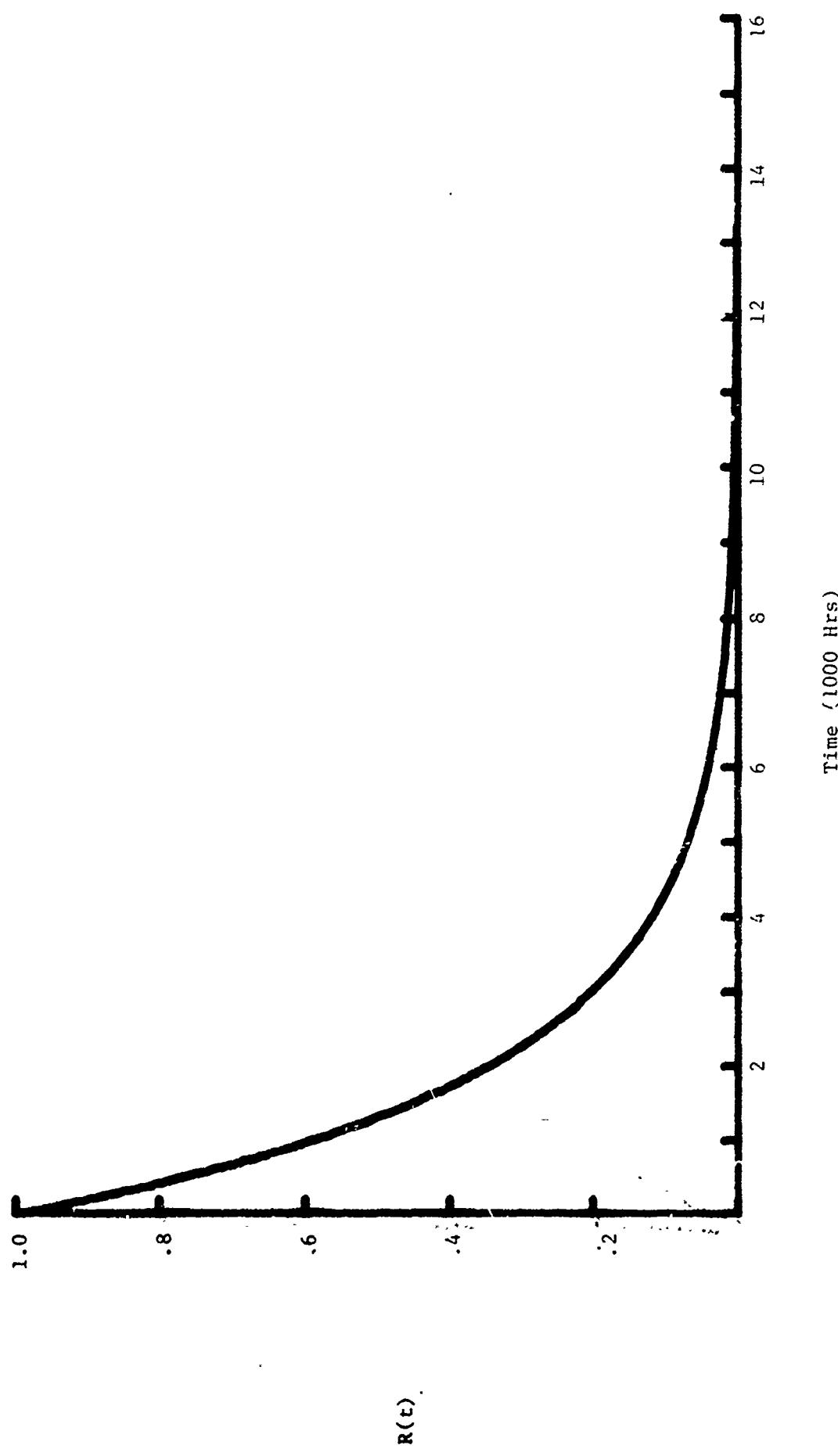


FIGURE A-79 7256 (MANUFACTURER'S DATA) MAGNETRON RELIABILITY, $R(t)$

($\lambda = 159$)

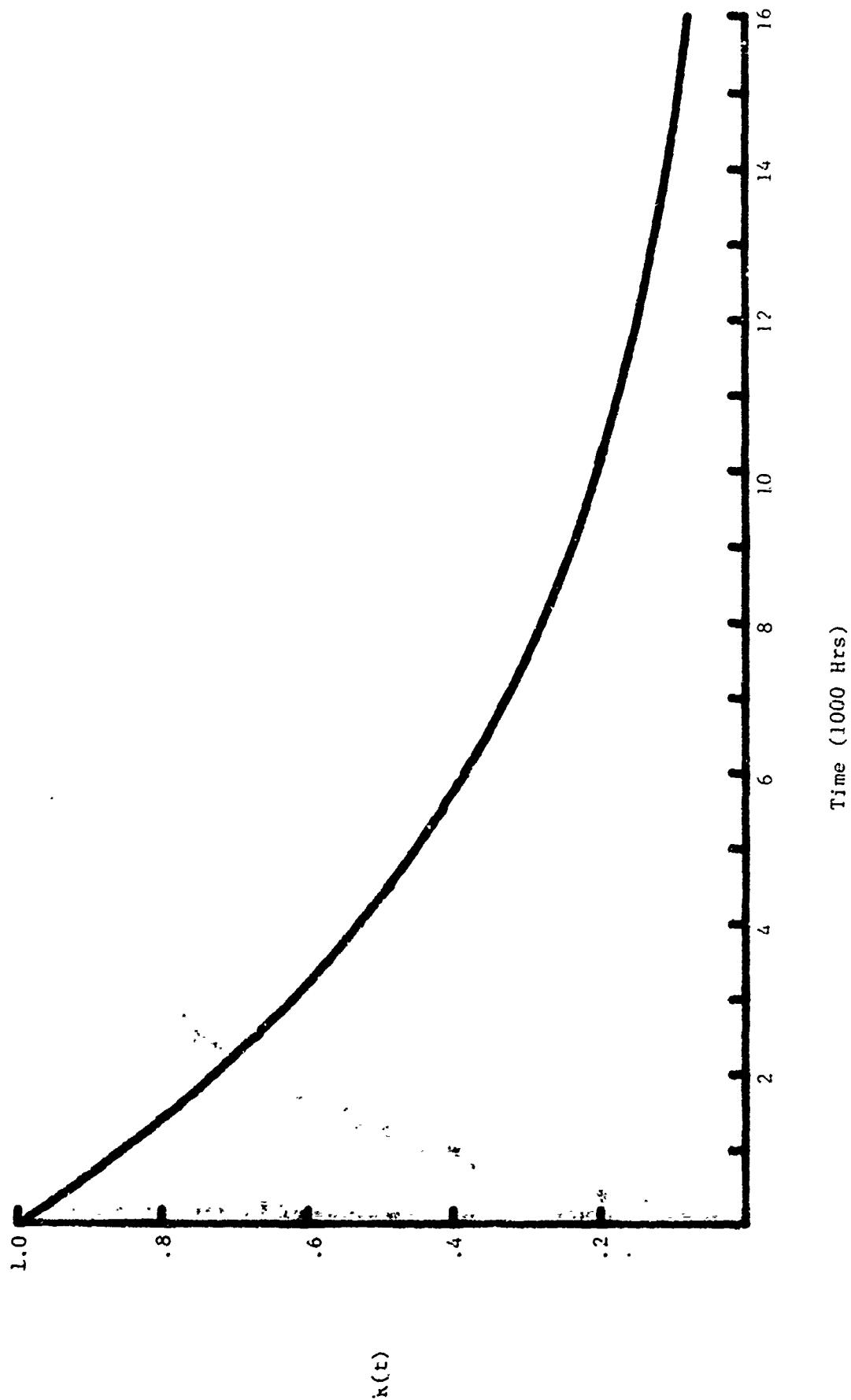


FIGURE A-80 7256 (FIXED INSTALLATION) MAGNETRON RELIABILITY, $R(t)$

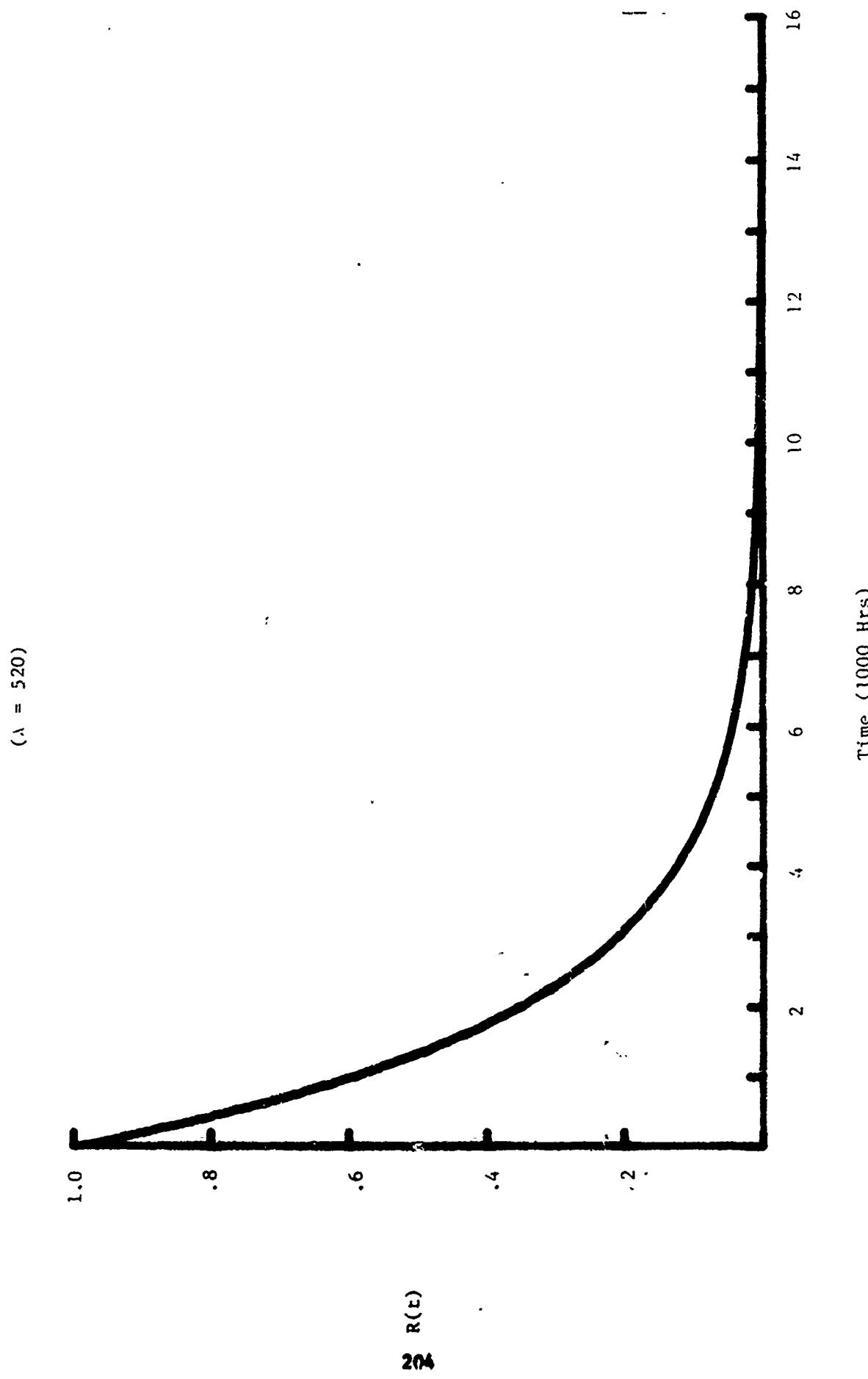


FIGURE A-81 7256 (MOBILE INSTALLATION) MAGNETRON RELIABILITY, $R(t)$

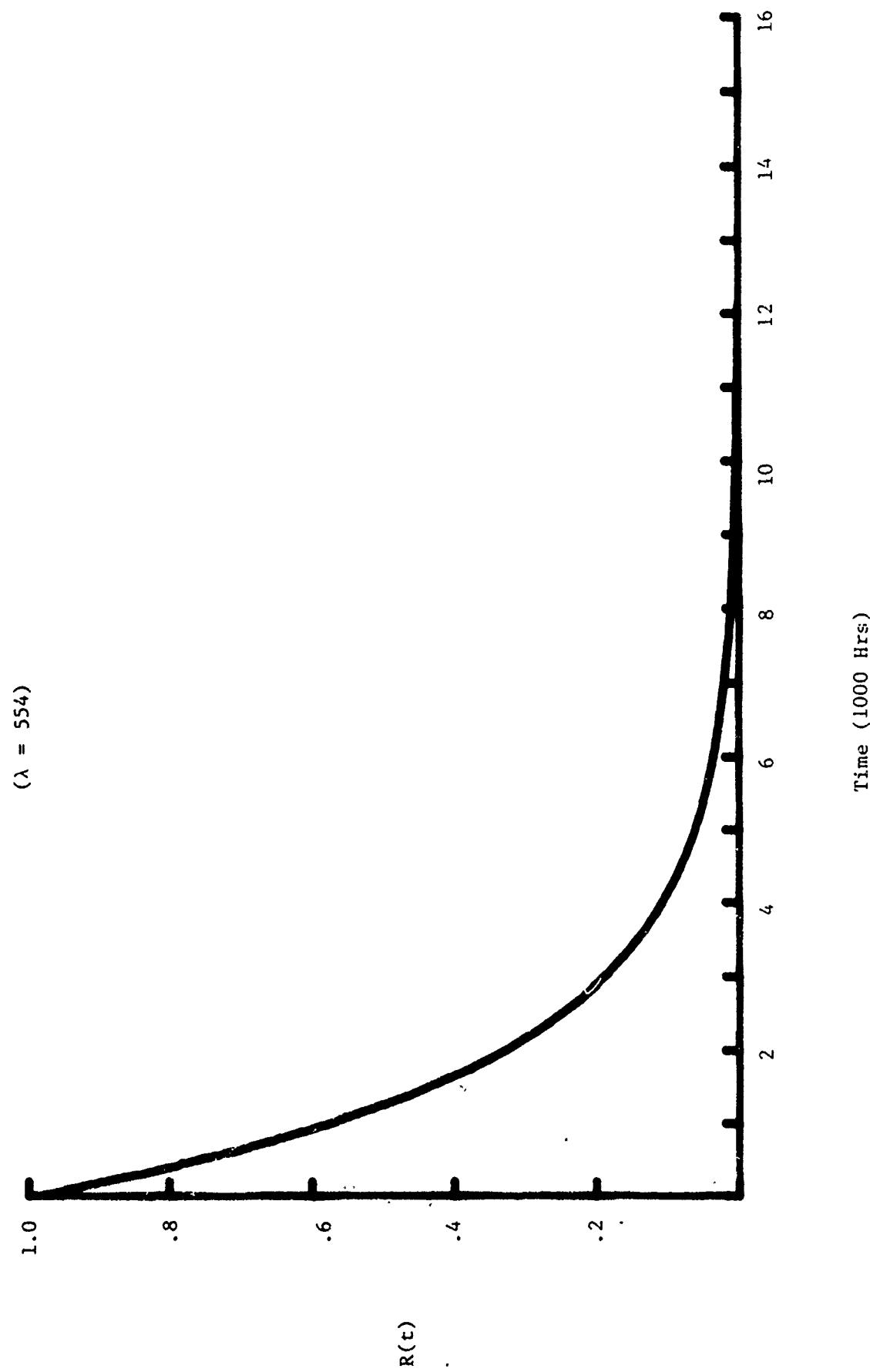


FIGURE A-82 2J55 (MANUFACTURER'S DATA) MAGNETRON RELIABILITY
 $\lambda = 366$

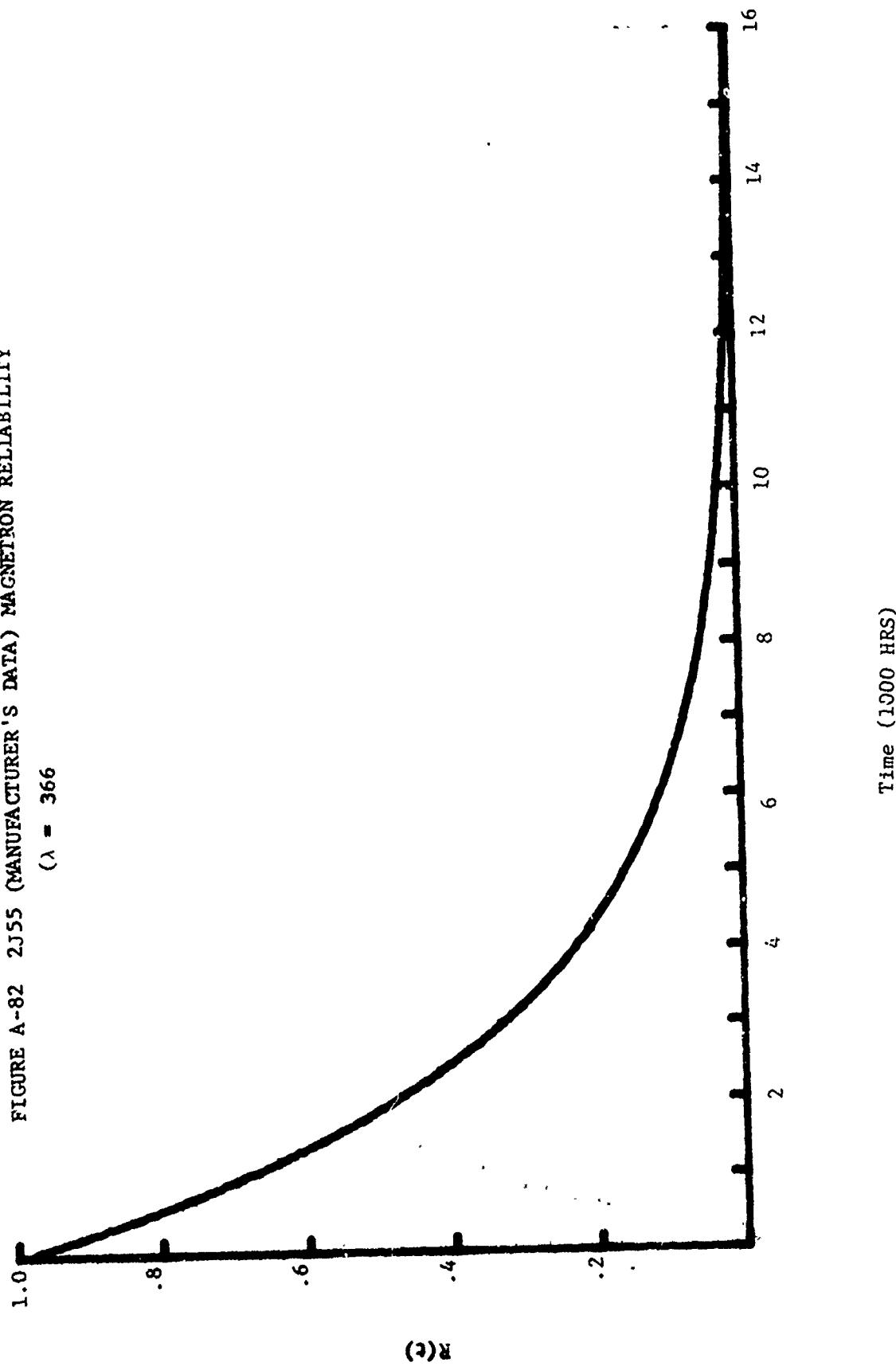


FIGURE A-93 VA913A TWYSTRON RELIABILITY, $R(t)$

($\lambda = 225$)

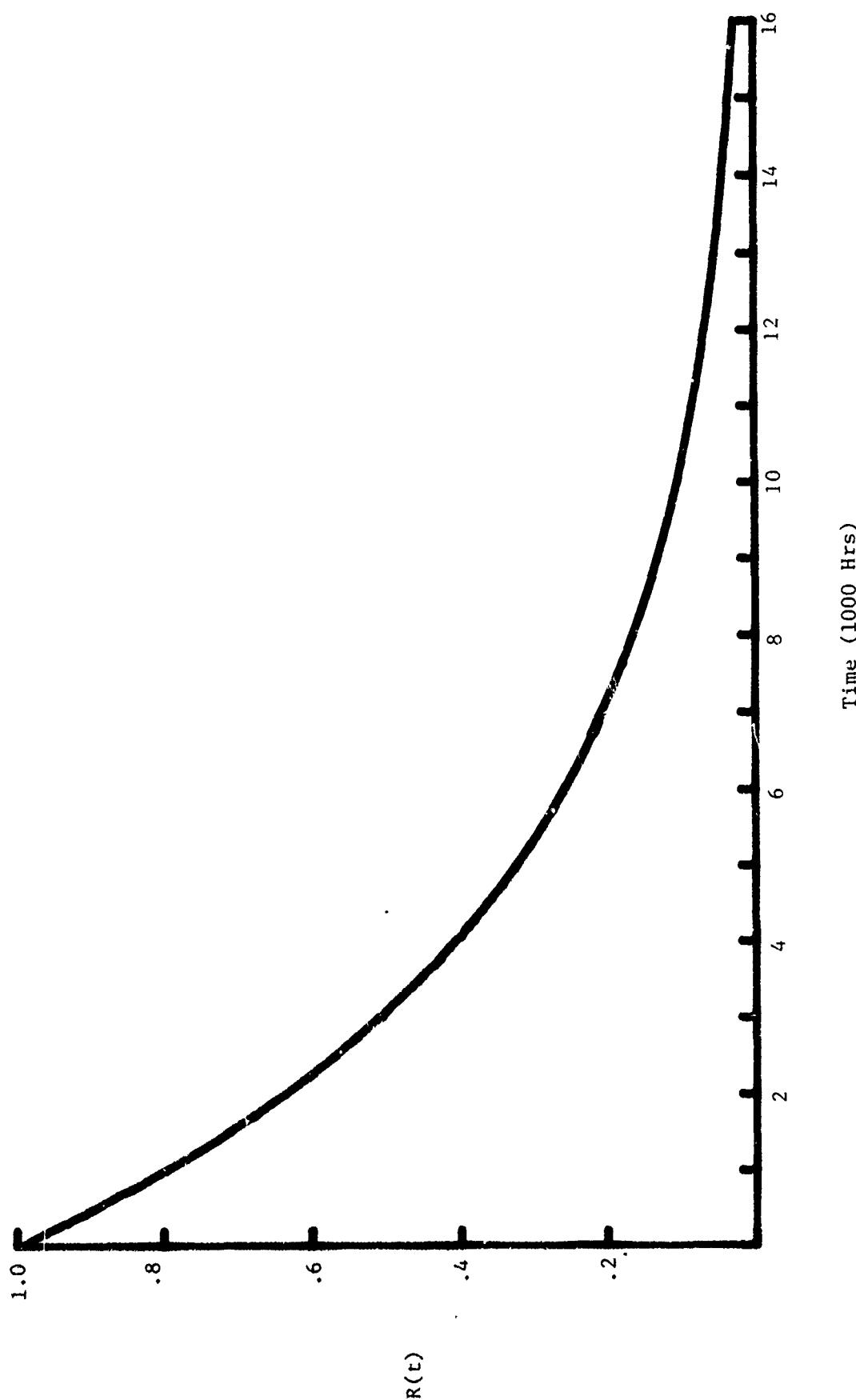


Figure A-84 VA154H TWYSTRON RELIABILITY $R(t)$

($\lambda = 4.87$)

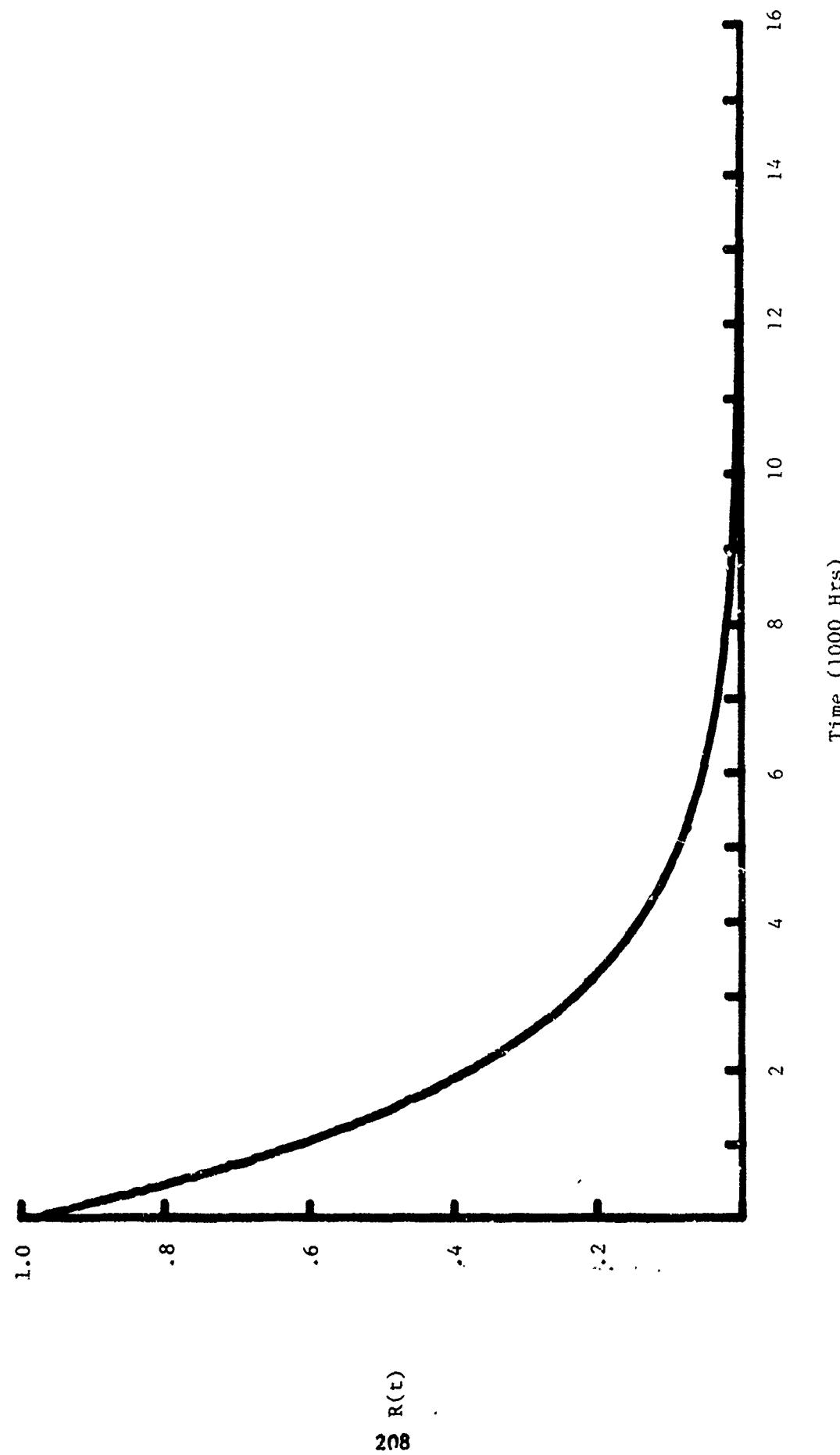


Figure A-85 VAL145E TWYSTRON RELIABILITY, $R(t)$
 $(\lambda = 449)$

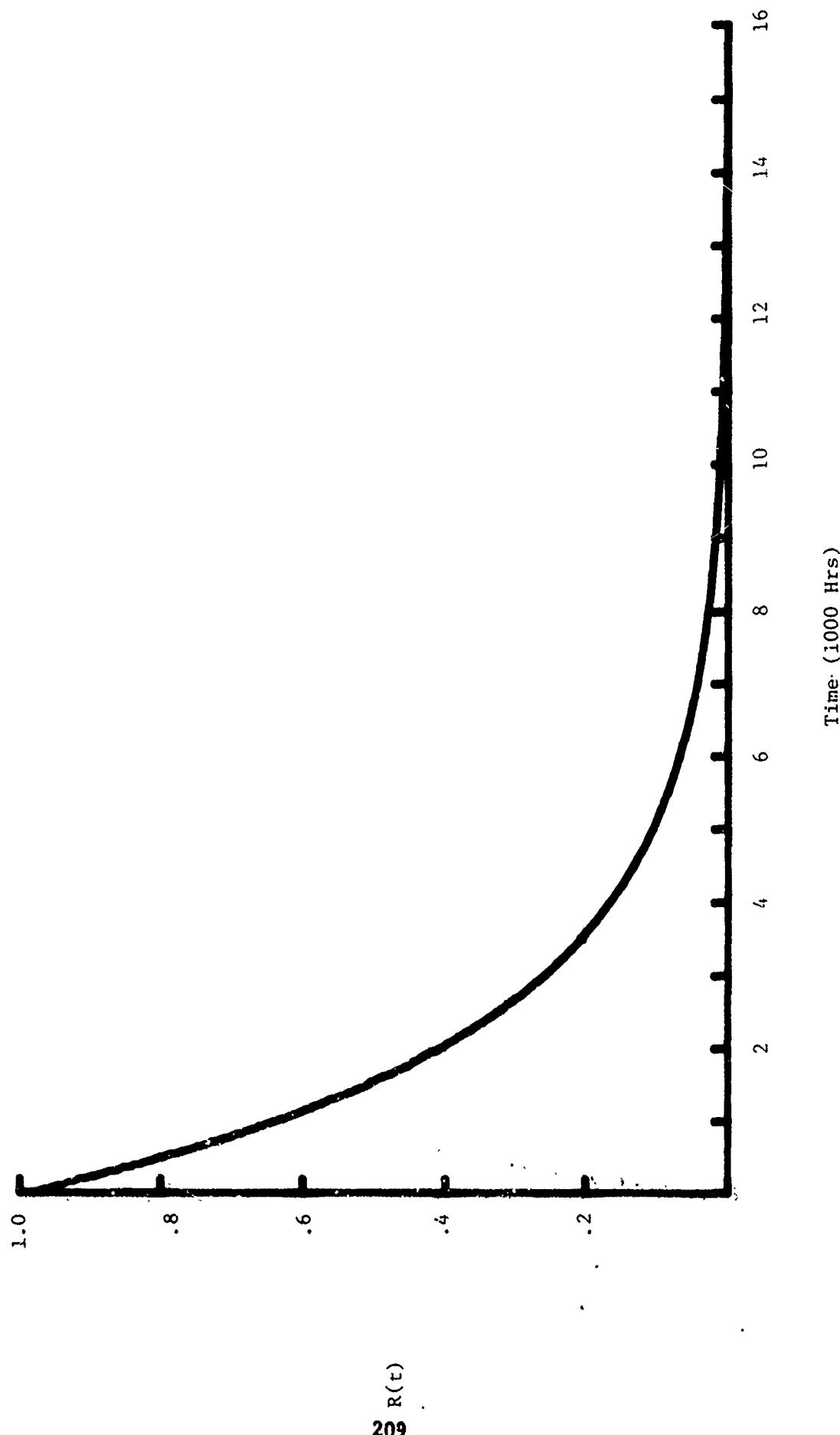


Figure A-86 VAL44 TWYSTRON RELIABILITY, $R(t)$
 $(\lambda = 847)$

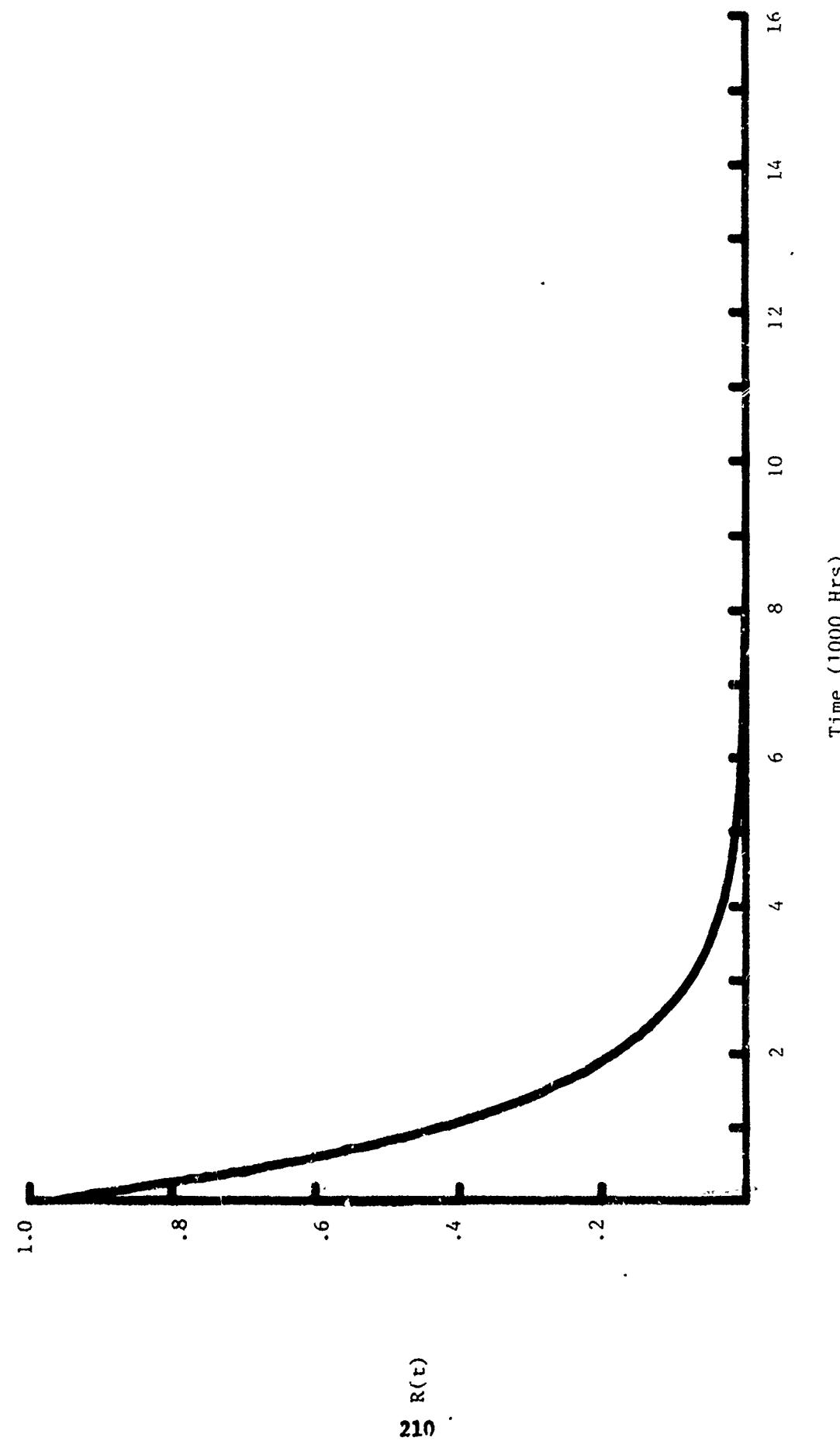


Figure A-87 7835 GRIDDED TUBE RELIABILITY, $R(t)$

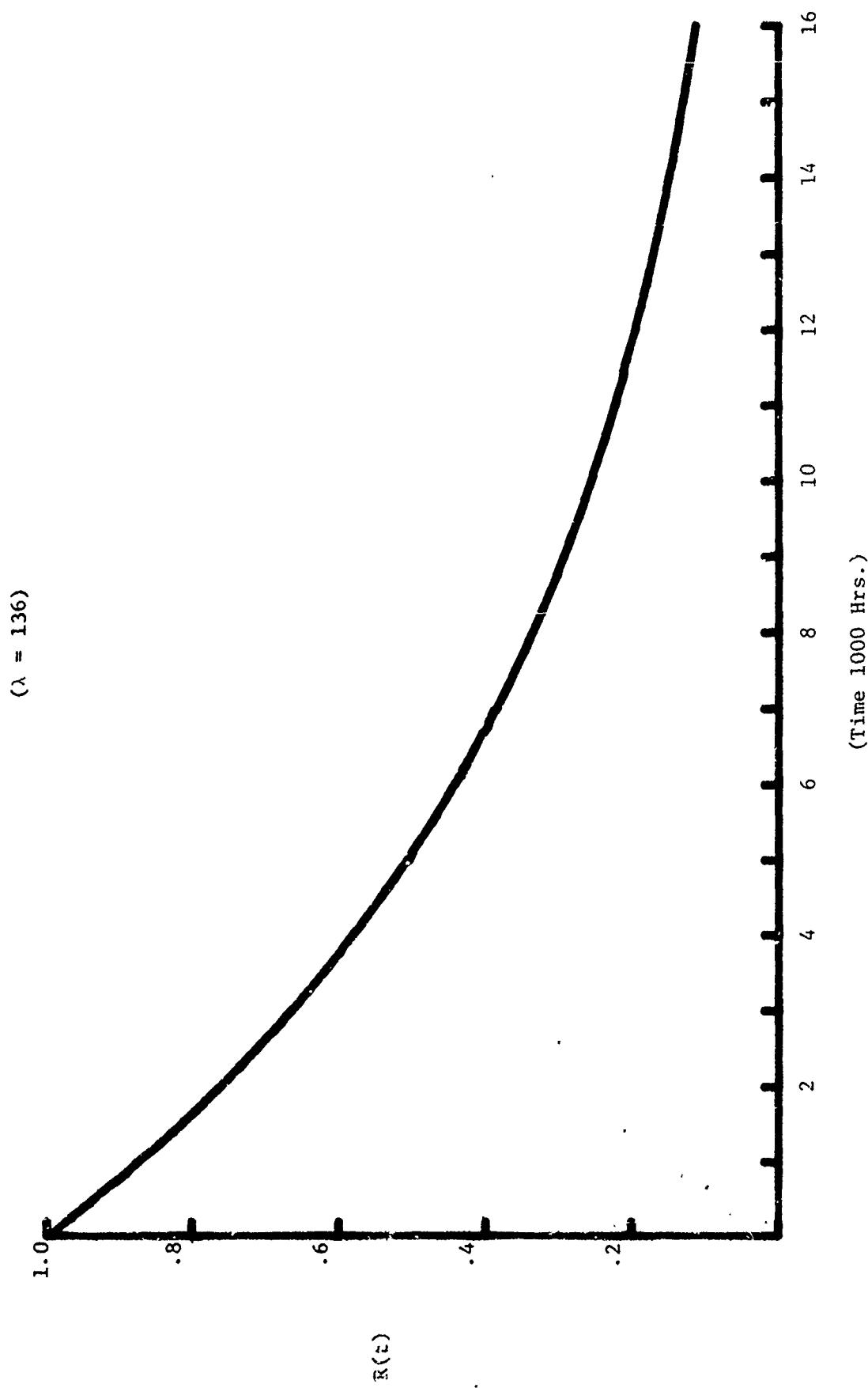


Figure A-88 2041 GRIDDED TUBE RELIABILITY, $R(t)$

($\lambda = 142$)

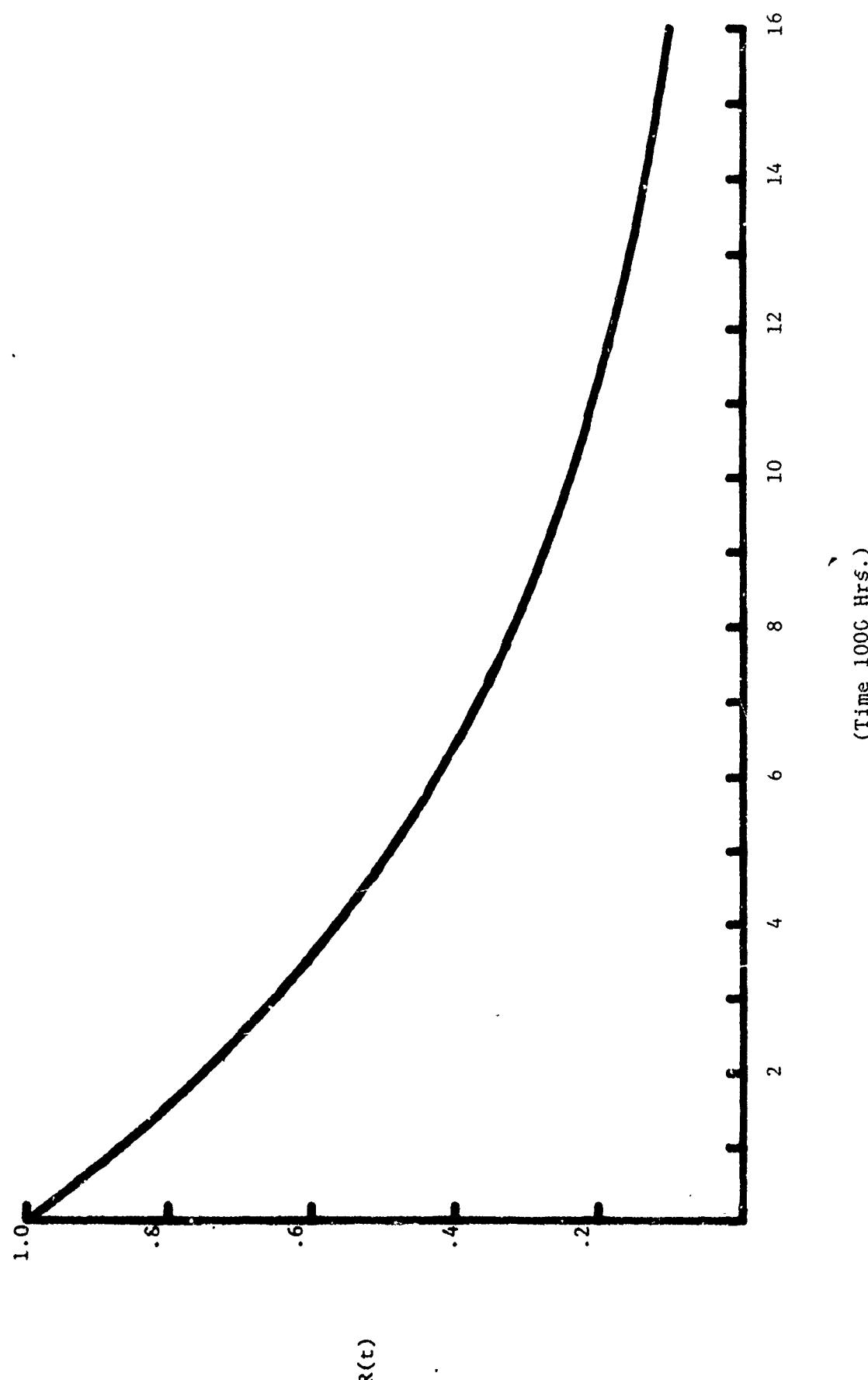


Figure A-89 6952 GRIDDED TUBE RELIABILITY $R(t)$

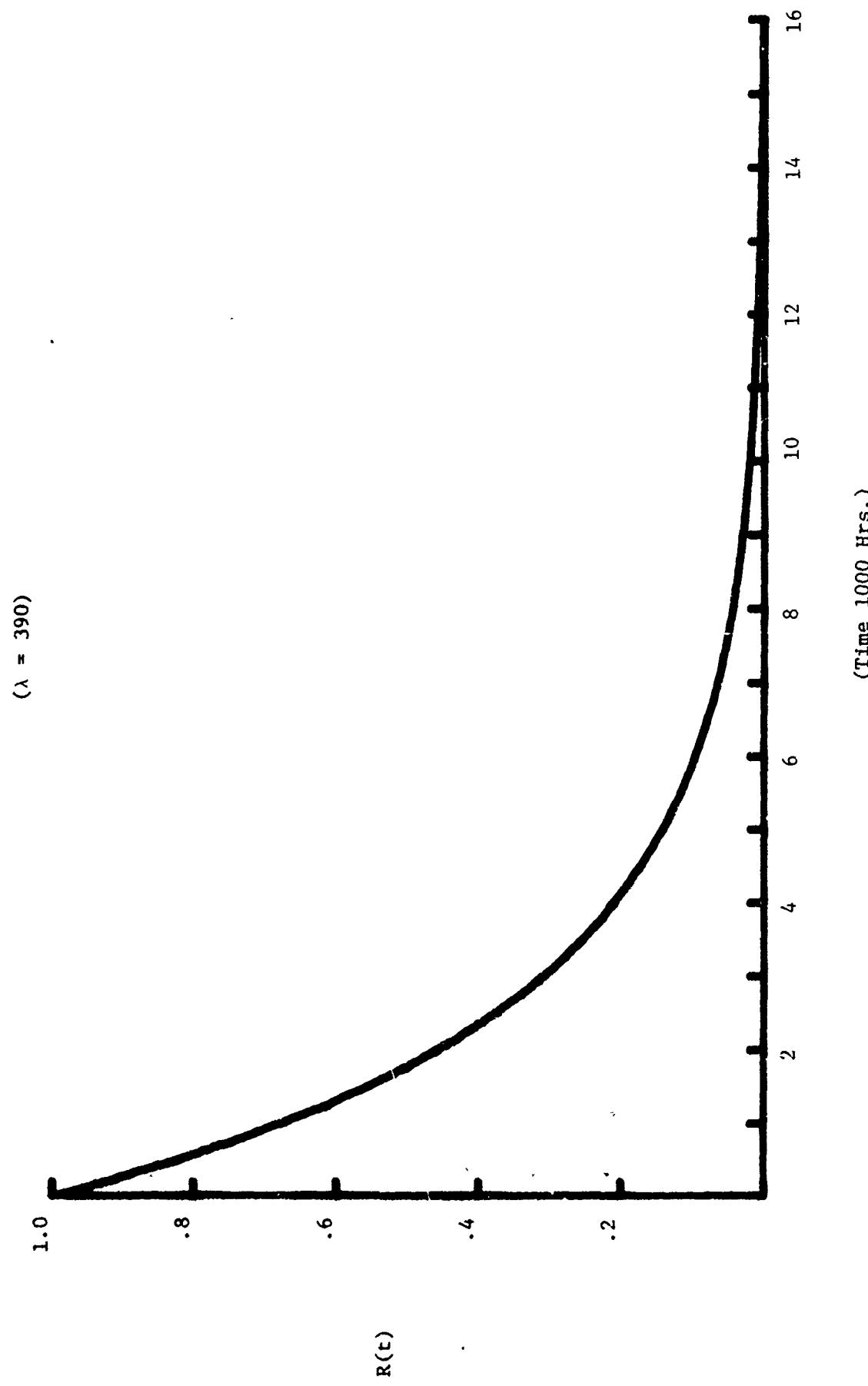


Figure A-90 QK681 AMPLITRON RELIABILITY, $R(t)$

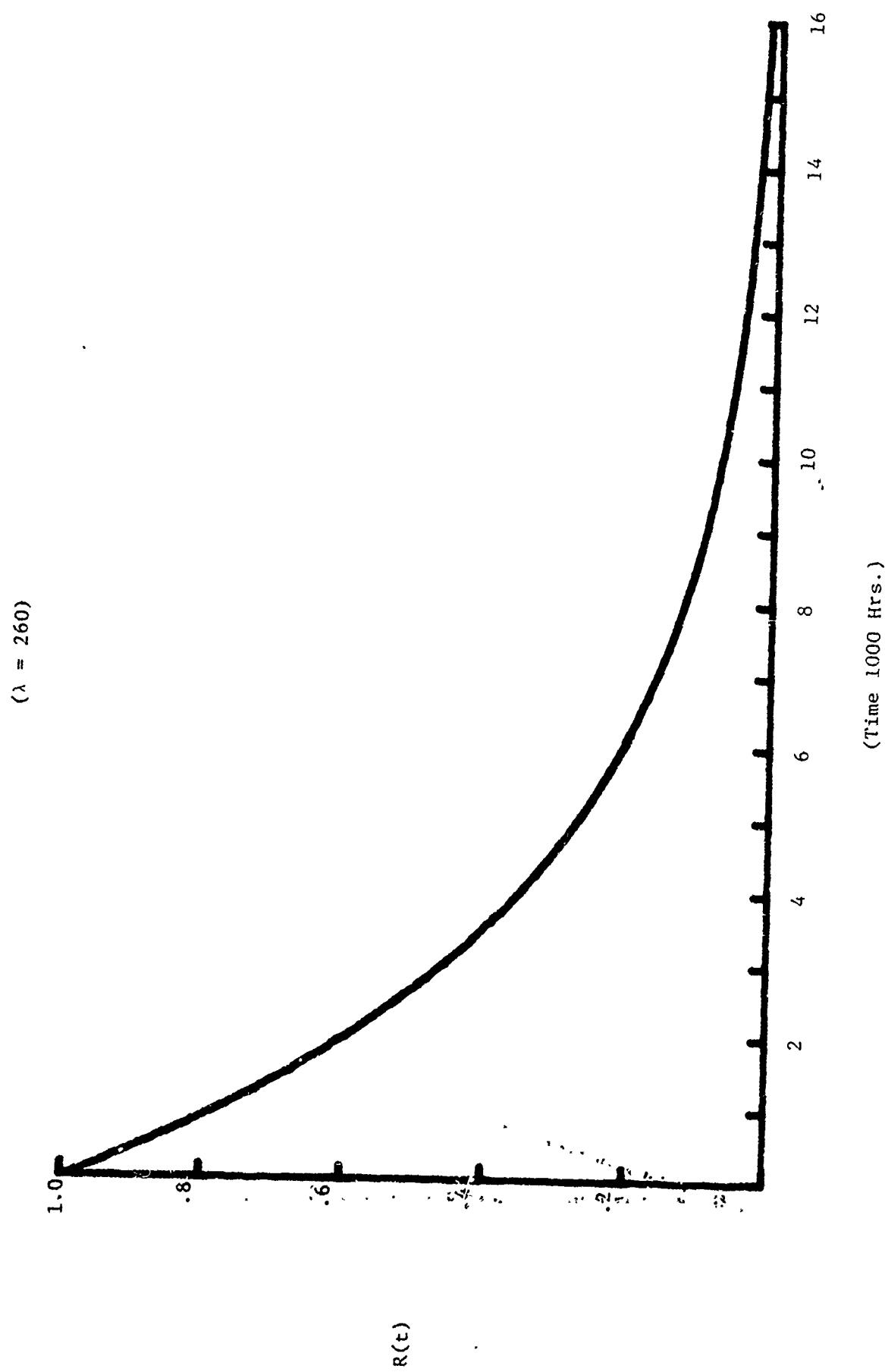


Figure A-91 SFD261 CROSSED FIELD AMPLIFIER RELIABILITY, $R(t)$
($\lambda = 209$)

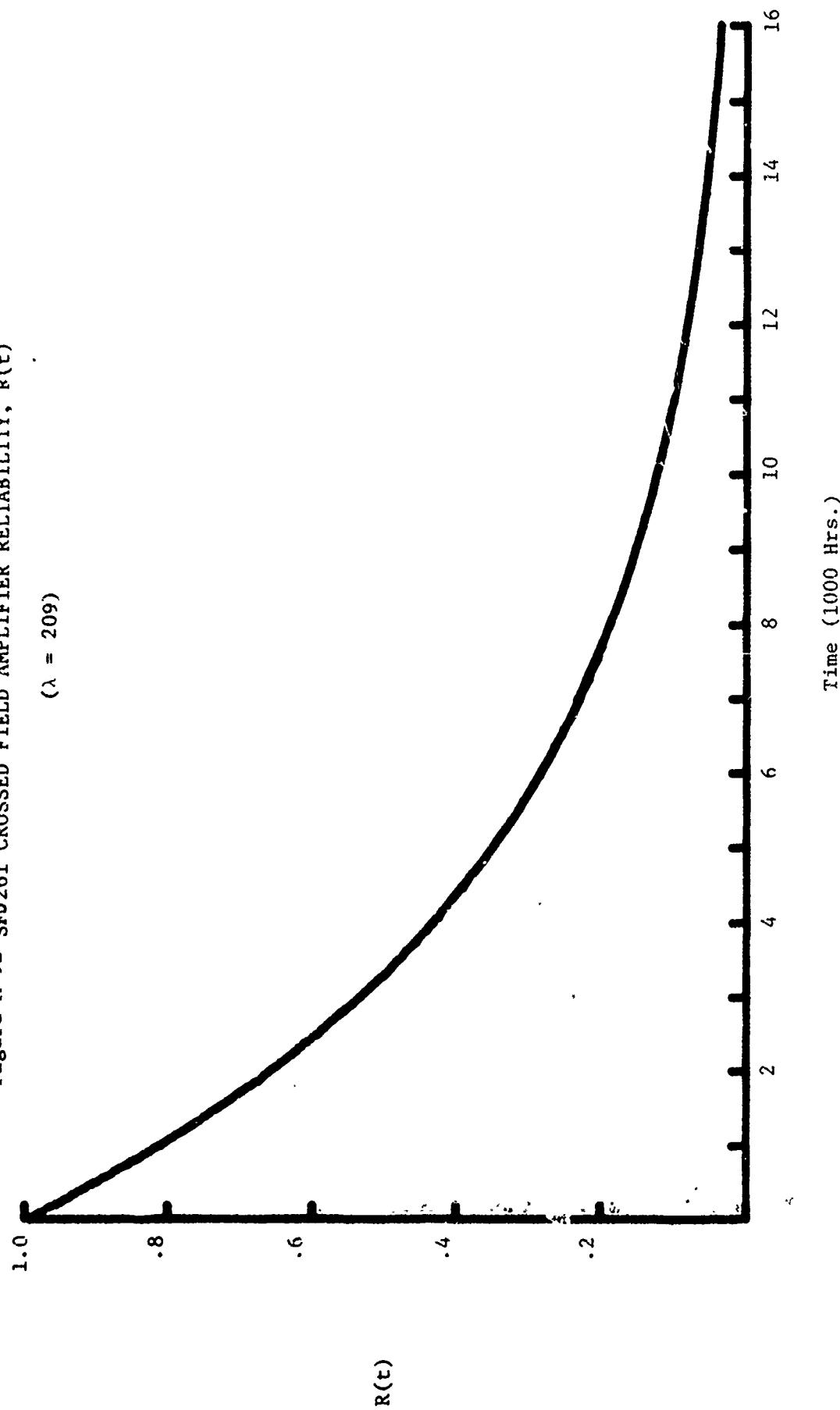


Figure A-92 SFD261 (MANUFACTURER'S DATA) CROSSED FILED AMPLIFIER RELIABILITY, $R(t)$
 $(\lambda = 127)$

